

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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November 7, 1914, Temperature 6 a.m. 75, 2 p.m.

Humidity 90.

WEATHER FORECAST

FAIR.

Barometer 30.02

Temperature 6 a.m. 74, p.m. 81  
Humidity 88 " 62

November 7, 1914

SINGLE COPY 10 CENTS  
83¢ PER ANNUM.

2951 九月二十二日

SATURDAY, NOVEMBER 7, 1914.

六月一七日

## TO-DAY'S LATEST WAR TELEGRAMS. AUSTRIANS SUFFER SEVERE DEFEAT.

RETREATING BEFORE RUSSIANS ALONG THE WHOLE FRONT.

German Soldiers Feeling Effects of the Fight

RESERVES TO BE REPLACED BY ACTIVE TROOPS.

[Reuter's Service to "The Telegraph"]

Germans to Change Plans.

Nov. 6, 6.25 p.m.

A Paris communiqué states that there has been no appreciable change along the whole front. Fighting continued on the same scale as before between Dixmude and Lys, without any marked advance or retreat. There have been violent cannonades north of Arras and against the town, but without result for the enemy.

The Germans in the north of France and Belgium seem about to make changes in the composition of their forces and to be reinforcing reserve corps of new formations, which have been severely handled, with active troops, in order to attempt a new offensive, or at least to counteract in some measure the sanguinary defeats which have been inflicted on them.

German Wagons Destroyed.

Nov. 6, 6.40 p.m.

The communiqué states that between the Somme and the Oise and the Oise and the Meuse, detailed actions have been fought. We consolidated our advance on Andechy, and, our artillery in the region of the Forest of L'Aigle destroyed a German column of wagons at long range.

We have retaken Sapignel.

There has been desperate fighting in the Argonne, where the enemy have been repulsed by the bayonet.

We also repulsed fresh attacks in Woerpe, in the region of Grand-Couronne-de-Nancy and the forest of Parroy.

The communiqué also emphasises the greatness of the Russian victory in Galicia.

Austrians Severely Defeated.

Nov. 6, 5.20 p.m.

Reuter's correspondent at Petrograd states that the Austrian defeat is exceedingly severe. The Russians have captured Jaroslav, taking five thousand prisoners.

The Austrians resisted desperately, in great force, persistent day and night attacks.

The Czar and the Russian Staff attended a thanksgiving service at Headquarters on receipt of the news that the Austrians were retreating along the entire length of their front.

Fine British Work.

Nov. 6, 12.40 p.m.

The Press Bureau states that the despatch of an eye-witness to-day describes the momentous fighting around Ypres, which the Germans set their hearts to capture by the 30th of October. It has been eminently a soldiers' battle, in which the British, without exaggeration, behaved splendidly. Sheer weight of metal, and numbers might temporarily drive us back, but the British would recover the ground before night. In face of heavy odds, continuous immense masses of reinforcements, fire, and enormous concentration of the guns, the Briton, with dogged resistance, upheld the reputation of the Army, and we hold Ypres.

"Deeds that Will Never Die."

Our Allies, with the dash for which the French are famous, have done deeds that will never die. The Belgians displayed the utmost gallantry.

[In the event of Telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

German Infantry Attacks Lacking in Energy.

Nov. 5, 8.15 p.m.

A Paris communiqué states: The Allies have made slight progress east of Nieuport and along the right bank of the Yser.

The enemy renewed their attacks from Dixmude to Lys but at several points, with less energy, especially their infantry, which

## TO-DAY'S LATEST WAR TELEGRAMS.

The Franco-British lines have not retreated at any points, and assuming the offensive, made notable progress in several directions. The line from La Bassée to the Somme is especially marked by an artillery battle.

In the region of Roye, we retained our occupation of Quesnoy and advanced appreciably towards Andechy.

There has been an artillery duel in active progress between the Oise and the Moselle.

German attacks at several points on this front have been repulsed, in some cases after an all-day-long battle.

The position of the Right Wing is unchanged.

"No Sacrifice Too Great to Ensure Victory."

Nov. 5, 8.20 p.m.

Lord Selborne, delivering a recruiting speech at Chiswick, spoke of the possibility of having to adopt conscription. There was, he said, no sacrifice too great to ensure victory. None could foresee the political and social changes the war would involve and the part India had played must have a great effect on India's future position in the Empire.

Persia's Faith in Great Britain.

Nov. 5, 8.20 p.m.

Reuter learns that the Persian Government has assured the Powers that strict neutrality will be observed.

An Imperial firman looks to the good offices of Great Britain to prevent Persia becoming a theatre of hostilities.

The Annexation of Cyprus Announced.

Nov. 5, 4.15 p.m.

The Gazette announces the annexation of the island of Cyprus, in the Mediterranean.

An Unfounded Report About the Bombardment of Jeddah.

Nov. 5, 6.15 p.m.

The Press Bureau states that there is absolutely no truth in the report that H.M.S. Minerva has bombarded the Arabian port of Jeddah. The Minerva has not been within five hundred miles of that place.

Jeddah is the seaport of Mecca, the place of disembarkation of the thousands of pilgrims bound for the holy city of the Mohammedan faith and has a population of 25,000.

Germans' Desperate Attempt to Recover Trenches.

Nov. 6, 2.45 a.m.

A Paris official communiqué issued at eleven o'clock last evening says:

There is no fresh information regarding the operations north of the river Lys.

A violent German offensive movement carried the region north of Arras, save the trenches, which we recaptured.

All the German attacks in the St. Hubert region and in Aragonne have been repulsed.

Nothing noteworthy has transpired elsewhere.

Nov. 5, 11.40 p.m.

The Colonial Office announces that H.H. the Sultan of Perak desires to repeat to His Majesty his adherence to Great Britain and states that there will be no trouble because of the state of war with Turkey.

He also says that, after seeing the other Malay rulers, they will issue a proclamation jointly.

Germans and Austrians Retreating Before Russians.

Nov. 6, 5.5 a.m.

An official report from Petrograd is as follows:

The Russian army continues to progress on the East Prussian front. The Germans, retreating along the whole front, are only keeping one fortified position in the region of Wergbilo.

The Russians on the left bank of the Vistula continue their vigorous offensive and are pursuing the retreating enemy.

The crossing of the river San by the Russians continues to be successfully accomplished, the Austrians retreating.

Belgian Positions Maintained.

Nov. 6, 5.5 a.m.

A Belgian communiqué states:

South of Zandvoorde the enemy continued their attack with the greatest violence along the allied front between Hollebeek and Messines.

All our positions were maintained.

France Declares War with Turkey.

Nov. 6, 6.50 a.m.

A message from Bordeaux states that France has proclaimed that a state of war exists between France and Turkey subsequent upon the Turkish fleet's attacks upon French merchantmen and the non-dismounting of the German military and naval missions.

Turco-Bulgarian Agreement Denied.

Nov. 6, 6.50 a.m.

A telegram from Paris reports that M. Madjuroff, the Bulgarian Minister at Petrograd, interviewed by the *Tempo*, denied the existence of a Turco-Bulgarian agreement, particularly regarding the passage of Ottoman troops through Thrace.

## TO-DAY'S LATEST WAR TELEGRAMS.

Japanese Troops Occupy Tsingtau Forts.

Mr. S. Imai, Consul-General for Japan, received the following message on Thursday night:

An official report of the Army Department, published on the 5th November, says:

"Our artillery continued the bombardment of Tsingtau, and while concentrating the fire upon the enemy's batteries and forts also threatened by cannonading the city of Tsingtau. The enemy's batteries and forts suffered additional damage.

"On the night of the 31 inst., the chimney of the electric power house and its building were demolished, and on the afternoon of the 4th inst., a fire broke out near the barracks south-west of Bismarck Hill. During this bombardment our artillery and engineers were attacking closer to the enemy. Our Right Wing occupied the other forts and captured one officer and 29 non-commissioned officers and men."

### TELEGRAMS.

### OBITUARY.

DUKE OF BUCKLEUCH.

Reuter's Service To "The Telegraph."

London, Received Nov. 5.

The death is announced of His Grace the 8th Duke of Buccleuch, aged 83. His son and heir is the Earl of Dalkeith.

### THE IRON CROSS.

38,000 Already Given Away.

It is reported that already 38,000 German soldiers have received the Iron Cross for conspicuous gallantry in the field, writes "G. B." in the *Manchester Guardian*. This German decoration, which is similar in design to our Victoria Cross, is said to be cast out of guns captured in war, and in this connection it carries its resemblance to our decoration a little further, inasmuch as it is said that the Victoria Cross is made out of guns captured in the Crimea. The Prussian Order was instituted on March 10, 1813, by Frederick William III. Its inception was due to Gneisenau, who in 1811 proposed to the King a general rising against Napoleon, and suggested that all men who served with distinction in the field should be decorated with a medal.

Both classes of the Iron Cross have a precisely similar black cross of cast iron with silver edging. On the front there is no inscription.

On the reverse of the cross of 1870-71 is bare of any insignia. On the reverse of the cross of 1870-71 is a crown and the date 1870. In the centre is a "W," the initial of the Christian name of the then King of Prussia. The cross of 1813 is a crown and the initials "F. W." in the centre of the cross are three oak leaves, and the press notes on the Order today of the date 1813 and 1870-71 indicates that the soldier upon whom it is conferred participates by right in the honours of the previous wars.

The Grand Cross can only be received by a commander who has been victorious in a decisive battle after which the enemy has evacuated his position, or who has captured an important fortress, or by a commander who has unflinchingly defended a fortress which has not fallen into the enemy's hands.

The Iron Cross is borne on the standards and colours of the troops, and, like the Victoria Cross in our army, its position is not confined to any one rank. In the campaign of 1813-14 first-class and 6,630 second-class crosses were awarded, and six years later it was reported that the cross was worn by 9,128 soldiers and that there were 6,813 inheritors of the decoration.

After the Franco-German War of 1870 the number of crosses distributed totalled nearly 50,000. Of this number 3,000 were crosses with the white ribbon with black edging, indicating that they had not been awarded for services against the enemy.

### TELEGRAMS.

### NEWS FOR BUSY MEN.

### CONDENSED.

The Austrians are retreating along the whole front.

The Russians have taken 5,000 Austrian prisoners.

The London *Gazette* announces the annexation of Cyprus.

The position of the French Right Wing is unchanged.

The Persian Government has assured the Powers of her strict neutrality.

The Germans are retreating along the whole front in East Prussia.

The French and British lines have made notable progress in several directions.

The Bulgarian Minister to Petrograd denies the existence of an agreement between Turkey and Bulgaria.

The Colonial Office announces that the Sultan of Perak desires to repeat to His Majesty his adherence to Great Britain.

The Press Bureau declares that there is absolutely no truth in the report that H.M.S. Minerva has bombarded Jeddah.

Lord Selborne, at Chiswick, spoke of the possibility of having to adopt conscription, and said there was no sacrifice too great to ensure victory.

### NEWS.

Further notes on the crisis appear on page 4.

Interesting war items are given today.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

General news and an article on the song "It's a Long Way to Tipperary" appear on page 3.

Hongkong Twenty-five Years Ago appears under the heading "1880" on page 4.

The concluding instalment of an interesting article on the German War Machine is given on extra.

### DON'T FORGET.

### TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Hongkong A.D.C. "Blue Bird"

Gala night, Theatre Royal—9.15 p.m.

### TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

## NOTICES

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Hongkong, 16th August, 1914.

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 39 Connaught Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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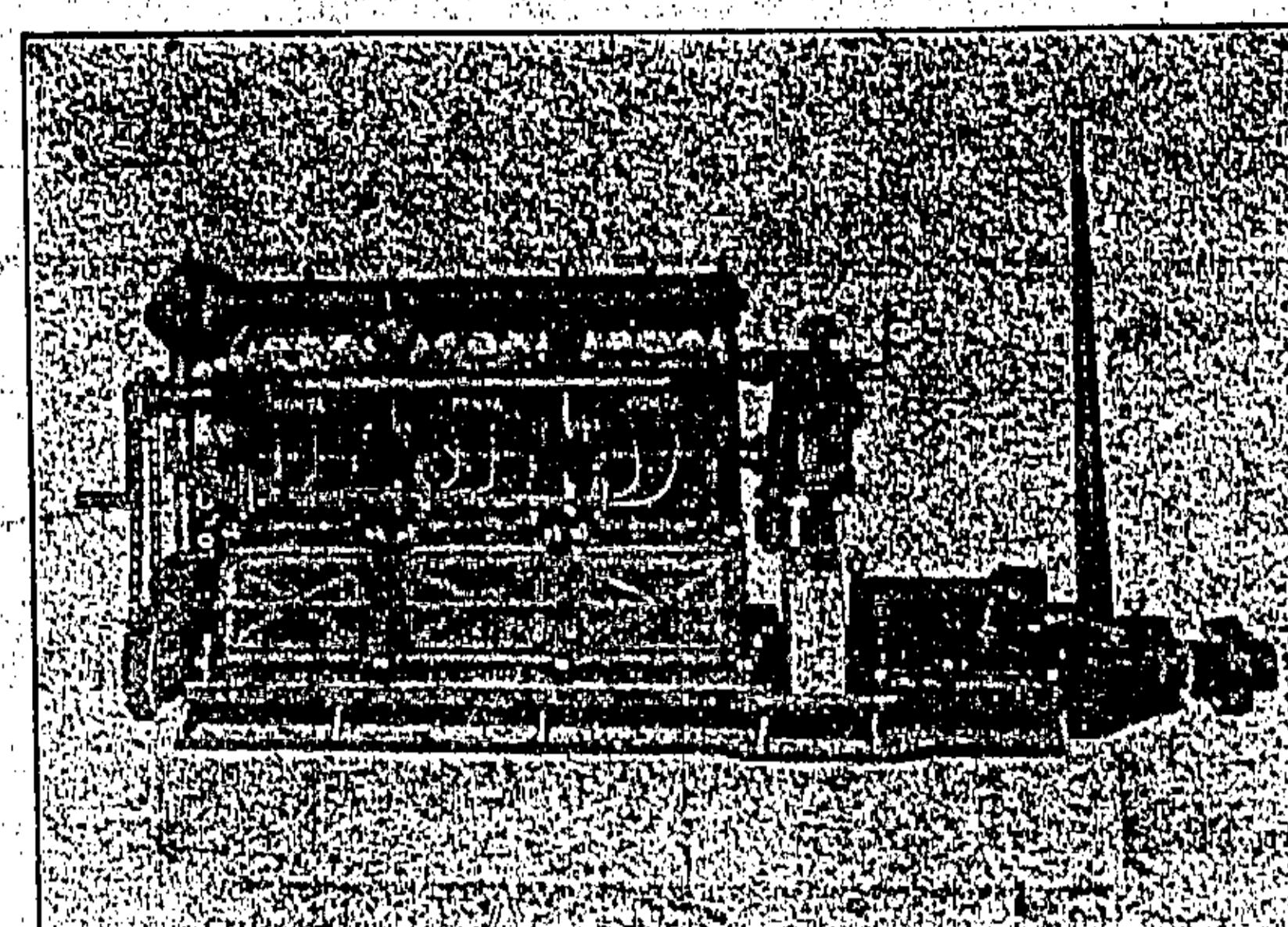
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## OUR CONTEMPORARIES.

South China Morning Post.

Germany's Western Defences.

From a point opposite Lunville to the Swiss frontier, the Vosges mountains form a natural barrier between France and Germany and, back of them are the German fortifications, running in the line of Strassburg, Colmar and up to Huningen on the Swiss frontier. At Schlestadt is a small but strong fortress with up-to-date works and armament. Next to it is New Breisach and all along this line is a series of fortified defences. So much for the first line, the second and the stronger line of German defences is on the Rhine, with Wesel as its extreme right, up near the Dutch frontier. This city has a very elaborate system of fortification. The next is Dusseldorf, recently visited by British military aviators, and next to that is Cologne, up the river, surrounded by elaborate military works of the first order. Then come Coblenz and Mayence. The forts about the last named are built upon a large scale, but the secret of their exact defence system has been jealously guarded. The railway approaches the city between huge earthworks while, below the city upon both banks of the river are terraced banks that, to an experienced eye, give promise of colossal fortifications.

Daily Press.

The Mooring Question.

It is very unsatisfactory to see the Government carrying through a project of this kind by the sheer weight of the Official Majority in the face of a protest which commands the unanimous support of the Unofficial Members. If there are members of the shipping community who dissent from the views expressed by the Hon. Mr. Hewett, now is the time for them to make themselves heard. On general grounds, the project, which is one involving a special expenditure of a quarter of a million dollars, might very well be shelved until it is more clearly revealed to what extent the revenue of the Colony will be adversely affected by the war. Apart from this one question, the Estimates met with little serious criticism, notwithstanding that the expenditure shows an increase of nearly two million dollars over the Estimates approved for the current year. Information was sought by the Unofficial Members on a variety of subjects appearing in the Expenditure Estimates, and the explanations given showed that they had been carefully considered and closely scrutinised. There are several projects in the list which may be classed as necessary but not urgent, and should the course of public events render it necessary, these, among which may be included the acquisition of the harbour moorings, may very well be postponed to more prosperous times.

China Mail.

Capturing Germany's Overseas Trade.

With reference to the figures we have recently quoted in this column from Board of Trade statistics relative to British and German overseas trade and as to how the latter may now be seriously affected, we notice that a rather interesting development has been taking place in Japan which adds point to the statements made. In Japan, in 1898, the imports of bicycles were divided among four countries, the United Kingdom, the United States, Germany, and France. The value of the machines imported from the United States was £6,680, and from England, £1,301. Germany being represented by £69 only. In the following year the United States doubled her imports, and rapidly increased them until they reached a maximum of £83,115 in 1903. Meanwhile English imports, after some increase, fell off to a few hundreds, but then came into favour again, the high-water mark being reached in 1907 with imports to the value of £112,175; since when, although there has been a considerable reduction of this trade as the Japanese home industry has grown, this country is far ahead of all others.

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Hongkong, 15th July 1914.

ALEXANDRA CAFE.

## GENERAL NEWS.

A Model Chinese Army. The *Eastern Times* reports that President Yuan Shih-kai himself has become a regiment commander of the new model army and ordered Chen Kuan-yuan to establish the headquarters of his regiment at the old camp of the Imperial guards. He is collecting the best of the non-commissioned officers of all the armies of the whole country as privates and minor officers as non-coms. The regimental Commander ranks with a Colonel. The *Republican Times* reports:—The provinces of Kiangsi have sent up 100 soldiers to Peking to join the new model army.

British Museum Figures. A return showing the progress of the British Museum for the year ended March 31, 1914, has been issued as a Blue Book. The year showed a remarkable increase in the number of visitors, the total amounting to 941,080, as compared with 754,872 in the previous twelve months. The total is the highest on record with the exception of 1904, when the number returned was 934,551. The figures for week-days only are 884,028, a total of over 100,000 having been reached in both August and September. The visits on Sundays amounted to 63,002; but the figure is lower than has been customary in recent years. The visits by readers to the Reading Room were 243,650, as against 238,643 in 1912, and the daily average 801, as compared with 773. The number of volumes supplied was 1,542,701, exclusive of those on the shelves in the Reading Room to which readers have free access. In the Newspaper Room the attendance again showed a slight decline of the number of volumes issued. The number of volumes of country newspapers brought up from the repository at Hendon was 2,370, as compared with 2,642 in 1912. The visits of students to other departments of the Museum showed a slight decrease, the total being 37,088, as compared with 38,608 in 1912.

An Electric Winding Engine. What is said to be the largest electric winding engine in the United States is about to be erected at the colliery of the Christopher Coal Mining Company, Illinois. The engine works on the ligner system, and is of the double-drum type having 7 ft. drums. Wire hoisting rope 1 in. diameter is used. The equipment is being built to make 1,000 trips from 600 ft. depth in seven hours. The cycle arranged calls for 6 seconds acceleration, 9 seconds at full speed, 6 seconds for retardation, and 4 seconds loading and dumping, which corresponds to a maximum rope speed of 2,400 ft. per minute. A 1,150 horse-power 550-volt direct-current motor drives the engine, and is directly connected to the drum shaft by a flexible coupling. The motor is designed especially for mining service, and has large overload capacity. Power will be supplied to the motor by a fly-wheel motor generator set consisting of a 650 h.p. power 2,300-volt induction motor, an 880-kilowatt 550-volt generator, a 17-kilowatt 125-volt exciter, and a 22,600-lb. fly-wheel. This unit operates at 600 revolutions per minute.

Coconut "Milk" as Coagulant. The Kandy correspondent of the *Times* of Ceylon, writing on the 10th ult., states:—An important discovery has been just made by a well-known planter of the Kandy district in the use of the milk in the coconut, or the water as it is commonly called, as coagulant for rubber. The coconut water is allowed to ferment for four days and the liquid used as a coagulant latex, producing a superior rubber, very much better than that obtained from the use of crude caustic acid. From one to two ounces of the liquid was used for a pint of pure latex. The colour of the rubber produced was very good, clearer than that produced from coco fermentation. Experiments could now be made to determine how long the liquid can be kept preserved, and whether it is practicable to transport it from coconut estates to rubber estates. The millions of gallons of coconut water which run to waste on estates in course of drying and de-shelling mills can now be profitably utilised. This coagulant is obviously the cheapest.

## NOTICE

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## MOUTRIE'S.

## AUSTRALIA'S NAVY.

## What It Has Been Doing.

A Melbourne message, dated September 15th, says:—

In the course of a statement this evening the Minister for Defence (Mr. Millen) said it was now possible in a general way to satisfy the natural desire of Australia to know in what manner the Royal Australian Navy had been engaged since the declaration of war. Immediately on the outbreak of war the Australian fleet unit, complete for active service in every detail, left Sydney, acting in co-operation with the China Squadron. A search for the enemy's cruisers had been prosecuted and the enemy's wireless stations in the Pacific put out of action. The operations also included the covering of the New Zealand expedition for the seizure and occupation of Samoa, an operation which the steps taken by the Australian fleet assisted to render safe. In attending first to the requirements of her sister dominion of New Zealand, Australia showed a disinterestedness that would certainly be appreciated by that dominion. Her plans were so well assured that they could not suffer by delay until the New Zealand expedition was made secure. Later, as was already known, the operations of the fleet, including the capture and occupation of Simonshafen, the headquarters of the enemy's government in New Guinea, New Britain, and the Bismarck Archipelago—operations that would still call for some detached work before being complete. In addition to this there had been all the measures necessary for the safeguarding of trade routes and commerce, which most of necessity have every attention paid to them. During the period August 1st to Sept. 1st, timber 12,141 H. M. A. S. Melbourne had covered 11,170 miles and had spent part of 10 days in harbour, of which nine days were occupied in coaling. The greater part of this work had been done in the tropics. The Melbourne had covered the longest distance, but all of H. M. A. vessels had accounted for a very considerable mileage. It would thus be seen that the very extensive operations on which they had been engaged over such considerable distances had imposed a task upon the Royal Australian Navy of no mean proportions, involving as it did long sustained energy of action. That this task had been borne in the way that it had been was due to the fine leading of the Rear-Admiral commanding and the spirit and enthusiasm of all under his command. Although their losses had been small and the wish naturally arose that they might have been spared them, at the same time there was cause for congratulation that the accomplishment of so much had been attended by such a small sacrifice of life.

## FOR THE LADIES.

MADAME D. C. CASULLI, a Parisian Dressmaker and Certified Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firms of OLIVAN-BREVET, DOUEILLET, and BEER of Paris—a Special Firm for purchases in Paris.

"GRANDS MACASINS DU LOUVRE" of Paris.

Sole Agent for Hongkong, Kowloon, Macao and Canton. All Goods coming from that Firm are to be Sold at the same Rate as in Paris. The latest Catalogue will be placed at the disposal of the Ladies, if required.

Madame D. C. CASULLI,  
Peak Hotel,  
Rooms Nos. 91 and 92.  
Hongkong, 5th November, 1914.

## A LONG WAY TO TIP-PERRY.

The route to Tipperary is devoid of any strategical importance, but it is playing no mean part in upholding the military experts' term the morale of our troops. The Germans thunder "Die Wacht am Rhein," the French chant the "Marseillaise," impressive and sonorous, and the Belgians fight gallantly with their beautiful "Brabanconne" on their lips. But the British sing no national air; they go gaily into battle shouting an inconsequent music-hall ditty that has nothing whatever in it about death or glory or the Bulldog.

Surprise for the Author. The author-composer of this imperishable lyric is Mr. Jack Judge, a music hall artist, and there is probably no man in the world more surprised than he—unless it is his publisher, Mr. Bert Feldman—at the "far flung" vogue it has suddenly received. The British hero sings it when reveille sounds; he sings in route marching to drown the monotony of "Boots-boots-boots-boot," slogan' up 'n' down again"; he has familiarized his French comrades with "La chemin à Tipperary"; and he sings it when he takes his position in the teeth of a raking shell fire. But why he chooses this particular air nobody knows.

Certainly Mr. Feldman doesn't. "Mind you," he told a *Daily News* representative, "it's a jolly good song of its kind—a good marching tune, quite simple, and it doesn't require much breath to sing it, if there are no particularly high or low notes in it. But there are other songs with all these qualities; the fact is we can never say with any certainty whether a song will catch on or not."

"The Tipperary song only just managed to be published at all. One day a comparatively unknown composer, Mr. Jack Judge, brought it to me. He played it over, and I liked it! so I undertook to publish it. But, before coming to me, Mr. Judge had tried his song on practically every other publisher in London, and they all turned it down."

"I had great difficulty in getting any of the pantomime artists in the 1913 season to try it. But some of them did, and

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## TO BE LET (Furnished.)

TO LET.—Top flat Humphreys Buildings, Kowloon. Immediate occupation if desired. Four roomed houses at Kowloon, cheap rentals. Apply to:

HUMPHREYS ESTATE &  
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## TO LET.

TO LET.—Queen's Building, The South-West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Apply to:

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

## TO LET.

TO LET.—Houses in Clifton Gardens, Conduit Road, 1 Hillside, 110 The Peak. Godowns, New Praya, Kennedy Town. Godowns, at Wanchai Road. Apply to:

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## TO LET.

TO LET.—Two Rooms in Ground Floor of No. 2, Bay View, Mody and Chatham Roads, Kowloon. Apply to: No. 1, Bay View.

TO LET.—Ravenshill West, No. 3, Park Road; Tennis Court. Apply to: DEACON, LOAKER, DEACON & HASTON.

Hongkong, 29th October, 1914.

## TO LET.

TO LET.—Part of Ground Floor 25 Des Voeux Road Central; splendid situation. Apply DRAGON CYCLE Co.

TO LET.—Offices in No. 3, Queen's Buildings.—Moderate rent. Apply to: "S" c/o Hongkong Telegraph."

TO LET.—No. 6, Morrison Hill, immediate entry. Apply Property Office, JARDINE, MATHESON & Co., Ltd.

BEACONSFIELD, Battersea.

No. 19 Belilos Terrace. "KIRKENDO" furnished, No. 122 Plantation Road, Peak. Apply to:

LINSTEAD & DAVIS.

## WANTED.

TO LET.—No. 3, "Ormsby Villas" Kowloon. Buildings at the rear of Lysemon Villas. Can be used for Stables or Motor Garage. Apply to:

SPANISH DOMINICAN PRO-CURATION.

TO LET.—2 roomed Office 2nd, Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

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FOR SALE.—A large number of well-bred Canaries. Apply "CANARY" c/o "Hongkong Telegraph."

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## NOTICES.

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## "CAILLE"

## PORTABLE MOTORS.

Shipments just to hand with the latest improvements. Many exclusive features not to be found in other portable Motors.

Let us give you a demonstration.

Two Sizes:—2 1/2 h.p. & 3 1/2-5 h.p.

Batteries or Magnets.

ALEX. ROSS & Co.,

4, DES VŒUX ROAD CENTRAL.

Telephone 27.

CANTON AGENTS,

LONG YUEN Co.,

34, SAP PAT PO.

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The Oldest Established Opticians in the Far East, with the most up-to-date Apparatus.

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IN HONGKONG.

TEL. 1292

In D'AGUILAR STREET.

then Miss Florrie Ford sang it at Douglas, Isle of Man, in the summer. There it became immensely popular, and it swept into favour throughout the North of England. Now we're all singing it—it's so catchy, simple, and lighthearted—and I'm printing 10,000 copies a day, which doesn't meet the demand. Guess we'll deafen the Kaiser with it before we've done!"

Cheloo Shipping. The number and tonnage of vessels entering Cheloo during 1913 was 2,175,000 tons, being an increase of 1,260,920 tons, or 185 ships and 101,814 tons of shipping.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

## NEW WAR PUBLICATIONS.

THE BRITANNIC REVIEW—Spec. War Number	80	THE GERMAN SPY SYSTEM IN FRANCE	50
A. B. C. GUIDE TO THE GREAT WAR	80	A MANUAL FOR NURSES by S. Welham	50
THE SIEGE OF LIEGE by Sir	80	THE WAR BOOK OF FACTS—1,000 Figures and Facts	2.25
W. W. WILDE	80	PAN-GERMANISM by R. H. G. Usher	1.75
GERMANY'S SWELLED HEAD—The Book that Impressed King Edward	80	JENA OR SEDAN—A WAR NOVEL by F. Bayeux	1.75
THE FLEETS AT WAR by A. J. C. H. Hurd	80	WHY BRITAIN IS AT WAR by Sir Edward Cook	25
THE CAMPAIGN OF SEDAN by George Hooper	80	WHY WE ARE AT WAR—Great Britain's Case	1.75
		THE BATTLE OF DOOKING	1.75
		THE OLD VOLUME 1914	.50
		TWO GREAT NOVELS by Great Authors	1.75
		THE LAUGHING CAVALIER by Maurice O'Reilly	1.75
		THE AUCTION BLOCK by Rex Beach	1.75

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WINE & SPIRIT MERCHANTS.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

Office address: 11, Ice House St.

### The Hongkong Telegraph.

HONGKONG, SATURDAY, NOVEMBER 7, 1914.

### THE DUTY OF REMEMBRANCE.

Taking the world as a whole, one is probably safe in making the general statement that the British race forgives more readily than any other. We have no explanation to suggest for this, unless it can be said to lie in the fact that so many mixtures of bloods have gone to make the Britisher, that the primitive hankering after revenge—the eye for eye and tooth for tooth spirit—has gone the way of many other savage instincts. Blood feuds, save perhaps among the remnant of purely Celtic people, have been almost unknown in the British Isles for centuries, and even the records of the London criminal courts can show but few grave crimes attributable solely to revenge. This is as it should be; the harbouring of vengeful thoughts ought, in a general way, to have no place in the economy of a professedly civilised people. And, civilisation apart, the average Britisher has too much healthy horror of anything that is melodramatic to have any patience with the no-matter-a-day-will-come idea; too great a dread of looking like a fool to waste his time in talking—or even thinking—about revenge. Of course we have all heard men say, in a moment of anger, "I'll pay sc-and-so out for this," but can any of us number as many as three acquaintances, even with whom the desire to "pay out" will last? Surely most of us go near to fulfilling the Apostolic precept of not letting the sun go down upon our wrath.

Yet few rules are so all-embracing as to be quite free from exceptions. There are times when only the cowardly or the emasculate refrain from righteous anger and from longing to give some material expression to that anger; there are times, too, when to forget is criminal and when to forgive is an injustice. We need look no further for an instance than the stories of German brutality which appear every day in our own columns. From the beginning of the invasion of Belgium and France down to last week, when the Belgian Consul in Hongkong sent us for publication the first of an authoritative list of atrocities committed by the Kaiser's troops, there has been scarcely a day on which some gruesome report of other as to the doings of the Germans has not reached us. It is quite needless to particularise; the facts are not so pleasant that one loves to dwell on or to recapitulate them. Germany, the cultured, has thrown back (as we say of the dogs) to the proverbial "distant ancestral ape or tiger;" has exhibited all the insatiate malice of the orang utan. For this, innocent people have suffered and are at this moment suffering. Then why should they forget or forgive?

How deeply the French were cut by the Rheims outrage, for instance, may be gathered from the following words of M. Hovelaque, an Inspector General of Public Instruction:—"May the blackened walls of our beloved cathedral, the cathedral of our race, be left as they left them, an eternal monument of barbarism, an undying witness to German culture, German humanity, German ideals in the twentieth century!" And if these are the feelings of a sober-minded government official, what can we expect from those who have lost, not merely a public art treasure, but wife or child or sister or mother? Britishers, as we began by saying, easily forgive. Nine-tenths of them, if they knock an enemy down with one hand will pick him up with the other. But will they be in such a hurry to forget and forgive the needless devastation and slaughter that has taken place in Belgium and France? Not, we think, when they bear in mind that, but for the geographical accident of their own country's being a couple of islands instead of frontiered mainland, the same horrors that are taking place in Belgium might now be going on at Home. If there were any dearth of volunteers for the Front—and there is not—the last reflection would, of itself, be sufficient to make the recruiting centres rapidly busy. We are, naturally, far from wishing to see britishness repaid with britishness; but we certainly feel that it is the duty of the Allies to force Germany to realize, when the war is over, that she has sinned too deeply against society to be forgiven all in five minutes.

### The Compradore.

Recently we referred to the difficulties experienced by the housewife in preventing unscrupulous compradores from cheating, and it was then pointed out that in ordering such things as fish, varying so much in quality, it was difficult for her to see how she was being swindled, since the fish was rarely seen until served at the table. Those who imagine themselves quick-witted would give the obvious reply that it should be seen before it is cooked, but those who are apt to think more deeply, and who know the Chinese, recognise that when swindling is done the boy is more often than not in league with the compradore, and he will probably see that the housewife will not be anywhere about when the fish is delivered.

### Another Suggestion.

But there is another phase of this swindling, and one for which there should be no difficulty in finding a remedy. This is in regard to the purchase of tinned goods. At the moment there is considerable difficulty in finding anything like a uniformity of price with regard to preserves. From our own knowledge we write on this point. In a very large establishment in Hongkong, wherewith cheapness has always been associated in the local European mind, we had marmalade quoted at thirty cents per tin which could previously be bought at twenty-five cents, and at Kowloon, where a lady was asked thirty cents per tin, a member of our staff who was investigating the matter, was quoted two cents per tin less for the very same jam. It has been said that there will shortly be a scarcity in jam, and small shopkeepers are not very anxious to sell at present rates. For milk, the committee has fixed a price. Why not for the different brands of preserves? To the family, one is almost as essential as the other, and it is the family with the small income that feels the pinch.

### German Patriotism and Commercial Integrity.

"In view of the perpetual fluctuations in the exchange we are unable, at the present time, to settle your account. Moreover,

### Acknowledged.

The Secretary of the C.M.S. South China Mission begs to acknowledge with thanks the receipt of \$5 received anonymously through the Bishop of Victoria, for the C.M.S. Hospital at Pak-hoi.

### Colony's Finances.

The revenue of the Colony during August was \$926,524.03 and the expenditure \$813,032.31. At the end of the month the balance in hand was \$3,344,337.34, compared with \$3,230,845.59 on July 31.

### Pastor Muller.

It is notified in the Gazette for general information that due notice of the appointment in 1903 of Pastor Muller as the Director in Hongkong of the Berlin Ladies' Mission for China, and proof thereof has been placed in the hands of the Governor.

### October Weather.

During October the average mean temperature was 77.5, against a 30 years' mean of 78.2. The highest temperature was 85.4, on the 7th, and the lowest 66.5, or the 22nd. There were 192.5 hours of sunshine, while the rainfall was 6.45 inches, against a 30 years' mean of 4.91.

### Canton's Fine Response.

His Majesty's Consul-General at Canton has forwarded to the Prince of Wales' Relief Fund a sum of £250. 10. 7 representing the subscriptions of British residents in Canton and Wuchow for the month of October. It also includes \$272.30, the proceeds of a cinematographic performance given in aid of the Fund by the Cosmopolitan Amusement Co. in the Canton Club theatre on October 20.

### Chinese Y.M.C.A.

The Chinese section of the Y.M.C.A. is always ready to provide its members with instruction, and on Thursday, at the Kau U Fong Theatre, Professor C. H. Robertson lectured to a very large audience on the interesting subject, "High and Low Temperatures." In order to make the lecture as clear as possible to the present, interesting experiments were made. It is to be hoped that many more lectures of this kind will be addressed to the Chinese during the coming winter season.

### DAY BY DAY.

THE HAPPINESS OF LIFE IS MADE UP OF MINUTE FRACTIONS, THE LITTLE TOO-SOON-FORGOTTEN CHARITIES OF A KISS OR A SMILE, A KIND LOOK, A HEARTFELT COMPLIMENT IN THE DISGUISE OF PLAYFUL RAILERY, AND THE COUNTLESS INFINITESIMALS OF PLEASURABLE THOUGHT AND GENIAL FEELING.—Coleridge.

The Weather.  
Lower level 8 a.m. Temp. 72; showery.

At the Peak 8 a.m. Temp. 62; showery.

The Mails.  
Siberian Mail.—Closes tomorrow at 9 a.m.

Count the Columns.  
Yesterday the Telegraph published 36 columns of solid reading matter. To-day there will be 43 published.

The Dollar.

The rate of the dollar on demand to-day is \$7.8-10.

Bank Holiday.

Monday is being observed as a Bank Holiday.

Exempted.

The Tsung Ng and the Yik Chi, Chinese social clubs, have been exempted from registration under the Societies Ordinance.

Property Stolen.

Mr. Xavier, of Puopabi Buildings, Kowloon, has reported to the Police that someone has stolen property of his valued at \$55.

Removal of Graves.

His Excellency the Governor has made an order for the removal of all graves from ground adjacent to Mount Caroline Cemetery.

Auditor.

The name of Mr. E. G. Barrett, Shanghai, has been added to the list of qualified auditors under the Hongkong Companies Ordinance.

Annual Bazaar.

Our readers are reminded of the annual bazaar of the Society of St. Vincent de Paul, which takes place to-morrow (Sunday) in the compound of the Roman Catholic Cathedral.

New Code.

It is notified that the Grant Code of 1910 has been withdrawn as from July 1, 1914, and a new Code, copies of which can be obtained from the Director of Education, substituted thereto.

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### NOTES ON THE CRISIS.

ANOTHER WICKED LIE.

Germans feel the Pressure on All Sides.

We are still waiting for the official report with regard to the naval engagement off Valparaiso, and until we receive it we must needs accept the Admiralty's view of the matter. One remarkable feature of the story is the fact that three of the enemy ships sought the shelter of Valparaiso, which is not what one would altogether expect from conquerors. Incidentally, there were five German ships concerned in the "engagement," but only three seem to have reported themselves up to the time of writing. As for the sinking of the Monmouth,—well, since she was "sunk" once before in the North Sea we are content to await the confirmation of the actual end of this much-sunk cruiser.

Another "Story."

Still, if one cannot win battles in the orthodox way there is every possibility that, by circulating reports such as that of the bombardment of Jeddah, one might sneak a point, even though the main association of that point be such as would be beneath the contempt of a half-civilised pirate. The report was circulated that H.M.S. Minerva had bombarded Jeddah, while, as a matter of fact, she has not been within five hundred miles of that neighbourhood. When the truth in connection with the *cañard* reaches the ears of those it was certainly meant to affect—the Mohammedans,—those shrewd and high-souled people will make it quite clear to the perpetrators of such wicked falsehoods that such conduct reaps but one reward—contempt instead of good opinion.

A Defective Machine.

It is definitely stated, in the latest reports from the Front, that, in the localities of Dixmude and Lys, the attacks of the enemy are not so energetic, particularly those of the infantry. It surely cannot be that the well-ground and hard-tempered cogs of "the greatest machine in the world" are giving way after a twelve weeks' trial. However, it appears so, and, further, it strikes one that the master mechanic had overlooked another important point in turning out machines—that is the advisability of furnishing it with "spare parts." The British army, not being a machine, does not need the supervision of filters and tool makers—it is an army formed for the purpose of fighting, is under the supervision of soldiers, and is fulfilling its purpose. One does not like to treat matters of this kind with flippancy, but one cannot restrain, hard though one tries, from remarking that in all probability the goose-step that charmed Berlin has been superseded by the turkey-trot, which is the step of the hour in East Prussia. The Germans there, we are told, continue their dashing retreat and have thus far managed to leave themselves with one fortified position, and that at Wergolivo. The utility of marine mines has now been tested to the satisfaction of the German Admiralty by the sinking of the York. Surely they cannot wish for better than first-hand knowledge of the great destructive power of the infernal machines with which they have sown down on them that, with the key lost, the door that keeps one man out keeps the other in.

Cyprus for Britain.

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### 1889.

#### SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for Nov. 7, 1889.

Hongkong and Shanghai Bank—186 per cent. premium, sellers.

Union Insurance Society of Canton—\$110 per share, buyers.

China Traders' Insurance Company—\$72 per share, sellers.

North China Insurance—\$140 per share, buyers.

Canton Insurance Company, Ltd.—\$135 per share.

Yangtze Insurance Association—\$100 per share, sellers.

Hongkong Fire Insurance Company—\$323 per share, sellers.

China Fire Insurance Company—\$84 per share, sellers.

Hongkong and Whampoa Dock Company—60 per cent. premium sellers.

Hongkong, Canton and Macao Steamboat Company—\$41½ per share, sellers.

China and Manila Steamship Company—\$102.12 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$210 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China S.N. Company—15 per cent. div., buyers.

Douglas Steamship Company—\$67 per share, sellers.

China Sugar Refining Company, Ltd.—\$230 per share, buyers.

Luzon Sugar Refining Company, Ltd.—\$67 per share, sellers.

Hongkong Ice Company—\$107 per share, buyers.

## PRINCE OF WALES' FUND

## CONTRIBUTIONS ROLLING IN.

Hongkong Fund Now Totals over \$100,000.

We have received a copy of the sixth subscription list to the Prince of Wales' Fund in Hongkong, which up to yesterday had reached the fine total of \$100,456.56. The list is as follows:—  
\$5,000.—Hongkong & Shang-hai Banking Corporation.  
\$1,500.—Mr. E. Pabaneay.  
\$1,000 each.—Mr. G.K. Nuttall, Hongkong & Kowloon Wharf & Godown Co., Messrs. Lawrie & Pallanjee & Co.  
\$750.—A Dane.  
\$500 each.—Star Ferry Co. Ltd., Leung Yan Po, H. M. H. Nemaze.

\$368.80.—Staff of Taikoo Sugar Refinery Co. 1st Sub.

\$336.—Kowloon Customs Staff, Europeans.

\$300.—Mr. F. P. Talati,

\$283.50.—Subscriptions collected at Cheung Chau by Mr. Wong Cheuk Ting &amp;c.

\$250 each.—Messrs. de Souza &amp; Co., 1st sub., Mr. &amp; Mrs. Evan Ormiston, Mr. A. F. Alcali.

\$234.86.—Dr. M. Obremski.

\$200 each.—Messrs. N. Moty &amp; Co., A. Ablobrahim, Li Hi Shun, C. J. M. Tock, (s.s. Chunsang), Mr. H. S. Malkin, (s.s. Fausang).

\$198.—Dice at School Staff.

\$182.—Mr. R. D. Harvey's Fund: Capt. H. D. Jones, \$100; Mr. H. M. Bain, \$61; Mr. F. M. Ellis, \$18; H. B. \$5.

\$175.24.—"Children of the Colony," (Kowloon Children's Sports Fund).

\$172.—Staff, Asiatic Petroleum (S.C. Lt.).

\$152.65.—Messrs. R. C. D. Bradley, W. G. Johnstone, J. S. Smith, J. J. Brown, R. Grant &amp; A. Barclay, (s.s. Kutsang).

\$152.—2nd instalment of subscriptions collected through the Kwong Wa Hospital.

\$150.—Mr. J. Johnston, (s.s. Fausang).

\$145.—Master and Crew, Barque, Drumeltin.

\$127.50.—Mr. R. D. Harvey's Fund: Mr. R. D. Harvey, \$127.50.

\$120.—Messrs. H. Simpson, M. Rix, D. Skinner, F. S. Lewis, W. A. Barbour, I. Blair and H. G. Baché, (s.s. Suisang).

\$100 each.—Miss Leung Sui Chuen, Lun Tai Insurance Co., Hung Kwei Chong, Ho Ping Un, Tong Tsz Sau, R. A. Matthews (s.s. Mausang), J. R. Wcol, C. H. Gale, F. C. Park (s.s. Mausang), W. S. Brown.

\$79.—Kowloon Customs Chinese Staff.

\$78.04.—Messrs. N.W. Van Cortlandt, A. S. W. Sheldon, H. O. Coleman, G. Waarl, J. H. MacAulay, R. T. Jones, H. T. Lofdoss, J. G. Thoburn and F. Wheeler, (s.s. Kumsang).

\$75 each.—Cheung Wco Shop, Mr. C. McI. Messer, 1st Sub.

\$71.—Mr. F. A. Perry.

\$55.—Messrs. J. Wilson, J. Ansell, R. H. McMair and J. Mason, (s.s. Hanggang).

\$50 each.—Balance of proceeds of the performance in the Koshing Theatre, Cheung Hok Ling, Li Po Kam, Ho Lai Lai, Ho Kai Chi, Wah Fong (photographer), Chung Loong Shop, Sui Cheong, Li Wan Choi, I. I. Pan Tak, Man Shan Wo Shop, Mr. C. A. Hooper, Mr. J. W. Francis, H. Stimpson (s.s. Suisang), M. Rix, (s.s. Suisang), Mr. and Mrs. G. Knight, Com. and Mrs. Basil Taylor, 1st Sub., P. L. Wolff, D. K. Setna, P. P. J. Wodehouse, 1st Sub., C. R. Vick, B. O. D. Bradley, (s.s. Kutsang), B. A. Balantine (s.s. Chunsang), Stephen Thomson (s.s. Fausang), H. Thomas (s.s. Fausang), J. Mackenzie (s.s. Fausang).

\$46.74.—Messrs. C. A. Robertson, J. MacAulay, W. H. Crisp, D. Mason, W. Neill and C. L. Pilcher, (s.s. Hopson).

\$40.—Messrs. R. A. Matthews, T. Croft, H. S. Ifha, W. L. Chapman, J. E. MacFadyen and W. B. Forster, (s.s. Mausang).

\$40.—Messrs. A. G. Smith, D. E. Mooney, E. D. Davies and A. Stevenson, (s.s. Chunsang).

\$36.—Messrs. A. C. Kennedy, F. W. Wilson, C. M. Purtean, S. Greenly and A. Lang, (s.s. Hinsang).

\$30 each.—Com. C. W. Beckwith, 1st Sub., A. O. Head, On

Yee Shop, Wei Loong Shop, E. To N., T. Murphy, A. L. Com. and Staff, (s.s. Fausang).

\$25.87.—T. A. Mitchell, F. Herbert and C. S. Leye, s.s. Fooksang.

\$25.—J. Hooper, R. L. Atkinson, E. H. Farrell, R. D. Smith, H. Summers, D. Skinner, (s.s. Suisang).

\$25 each.—D. Burlingham, Fung Tang, T. H. King, R. MacLean Gibson, E. S. Ford, Yee Wah Dispensary, Tang Cheong Shop, Rev. C. H. Hickling.

\$23.—Mr. R. Pittie, s.s. Kut-sang (\$2).

\$20 each.—Wah Hing Shop, Ki Shing Pawn Shop, Cheung On Shop, Cheung Kee Bank, Hung Tak Shop, Man Lu Wing Shop, Shing Tak Bank, Sui Yuen Shop, Wing Tak Shop, Yee Tak Shop, Loong Shing Shop, Shing Yu-n Bank, Pun Kwei Tok, Kwong Cheong Wo, Chan To Chi Chan Hon Shan, J. Hyde, R. Perrin, Wm. Jones, (s.s. Fausang), R. P. Cumming, (s.s. Kutsang), Rev. N. C. and Mrs. Pope, E. J. Pierpoint.

\$18.40.—Mr. J. J. McKay.

\$17 each.—Staff, Harbour Department, Steward and staff, s.s. Fausang.

\$300.—Mr. F. P. Talati,

\$283.50.—Subscriptions collected at Cheung Chau by Mr. Wong Cheuk Ting &amp;c.

\$250 each.—Messrs. de Souza &amp; Co., 1st sub., Mr. &amp; Mrs. Evan Ormiston, Mr. A. F. Alcali.

\$234.86.—Dr. M. Obremski.

\$200 each.—Messrs. N. Moty &amp; Co., A. Ablobrahim, Li Hi Shun, C. J. M. Tock, (s.s. Chunsang), Mr. H. S. Malkin, (s.s. Fausang).

\$198.—Dice at School Staff.

\$182.—Mr. R. D. Harvey's Fund: Capt. H. D. Jones, \$100; Mr. H. M. Bain, \$61; Mr. F. M. Ellis, \$18; H. B. \$5.

\$175.24.—"Children of the Colony," (Kowloon Children's Sports Fund).

\$172.—Staff, Asiatic Petroleum (S.C. Lt.).

\$152.65.—Messrs. R. C. D. Bradley, W. G. Johnstone, J. S. Smith, J. J. Brown, R. Grant &amp; A. Barclay, (s.s. Kutsang).

\$152.—2nd instalment of subscriptions collected through the Kwong Wa Hospital.

\$150.—Mr. J. Johnston, (s.s. Fausang).

\$145.—Master and Crew, Barque, Drumeltin.

\$127.50.—Mr. R. D. Harvey's Fund: Mr. R. D. Harvey, \$127.50.

\$120.—Messrs. H. Simpson, M. Rix, D. Skinner, F. S. Lewis, W. A. Barbour, I. Blair and H. G. Baché, (s.s. Suisang).

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\$30 each.—Com. C. W. Beckwith, 1st Sub., A. O. Head, On

## 1889.

## HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the week ending Nov. 7, 1889.

## The Dollar.

November 7.—"The rate of the dollar on demand to-day is 3/2."

## The Volunteers.

November 2.—"The drill season of the Hongkong Artillery Volunteers will commence next week. All members are requested to attend the drills on Tuesday, Thursday and Friday."

## A Returned Californian.

November 2.—"Detective Sergt. Haddon captured a man who gave himself out as a returned Californian this afternoon on the Praya, near the Harbour Office. The emigre had only a loaded revolver, a bullet mould and twenty cartridges on his person. As the police are on the look-out for four 'returned Californians' who tried to negotiate the money safe of a house in Gough Street last week, and who have so far escaped capture, this worthy may possibly be one of them. When the sharp-eyed detective collared the man, the latter put his hand at once to his pockets, probably with the intention of 'drawing bead' on the officer, but Haddon was a trifle too previous for the would-be shootist, and had the 'darbies' on him before he knew whether he was in Samsiupo or Peking."

## The Peak Drainage.

November 2.—"The following has been handed to us for publication:— Colonial Secretary's Office. 31st October, 1889.

Sir,—Advertising to your letter of the 5th inst. and to previous correspondence, I am directed by the Governor to transmit to you for the information of the Deputation appointed by the Peak Residents, the enclosed copy of a Report by the Hon. the Surveyor General on the subject of Peak drainage and water supply, and to state that, after the Peak residents have carefully considered it, His Excellency would be glad to make to them, at an interview, some oral observations on the subject, the complete occupation of His Excellency's time rendering this mode of communication more convenient at the moment, even if it does not, in any case, offer a better prospect than correspondence of an early and satisfactory settlement. I have the honour to be, Sir,

Your most obedient servant, HENRY MAY, (for Acting Colonial Secretary.)

## Inability to Exist.

November 4.—"There is a humourist on board the steamship Hangchow. In writing the report of the voyage, he states that 'on the 26th, one of the Chinese passengers died from sheer physical inability to exist.' That is the only disease mules, brokers, and annuitants ever succumb to, we believe."

## A Somnambulist.

November 4.—"A private in the 91st Regiment, named Hamilton, died yesterday in hospital from internal injuries sustained through a fall from a window in Murray Barracks one night last week. It is supposed that he stepped through the window whilst walking in his sleep, as he was a somnambulist."

## Society for the Petting of Soldiers.

November 5.—"The Society for the Petting of Soldiers has commenced its annual crusade early this season. Lectures by Dr. Cintle and Bishop Burdon have already been given, in the Garrison Theatre, and last night Mr. Bateman improved the shining hour. His subject was the novel one of 'A Trip to Japan.' Even long-suffering Tommy Atkins is getting fed up with these hackneyed narratives of peddling little excursions—how the lecturer liked the voyage and how much rickshaws charge, and so on, and the Theatre was very comfortably empty. The Rev. Douglas Hamilton presided and, after setting Mr. Bateman going, sat with a pained expression on his clerical countenance until the end of the diatribe. Mr. Bateman followed the usual lines—good ship—fars—flying fish—beautiful moon—Japan."

## Singapore Mortality Returns.

The mortality returns for Singapore issued by the Registrar of Births and Deaths show that, during the week ending October 24, there were 209 deaths (155 males, 54 females), giving a ratio per mille of population of 33.07. Malaria fever accounted for 21 deaths, phthisis 38, convulsions 25, beri-beri 18, bronchitis 8, dysentery 8, pneumonia 11. Thirty-one children under three months of age died. The nationalities were represented as follows:—European 1, Eurasian 1, Chinese 144, Malaya 37, Indians 21.

## DAIRY FARM NEWS.

## HAM

AND

## BACON

ABSOLUTELY THE BEST IN THE COLONY.

BREAKFAST BACON in rashers

90 cts. per lb.

MILD CURED HAM

85 &amp; 95 cts. per lb.

## VOLUNTEER ORDERS.

## A BANISHEE'S RETURN.

Corps Orders issued yesterday by Lieut-Col. A. Chapman, V. D., state:—

Award of Punishment.—No. 1250 Gr. N. V. A. Croucher awarded 26 days' detention by sentence of Field General Court Martial held on Tuesday November 3rd, 1914, for (1) Neglecting to obey Corps Orders. (2)

When on active service using insubordinate language to his superior officer. (3) days remitted by Order of H. E. the Governor.)

Parades.—Parades for Saturday and Sunday 7th and 8th instant, nil.

Holiday.—Monday 9th inst. being a General Holiday, there will be no morning or afternoon parades on that day.

Detail.—On duty, Group 2. Officers on duty, Capt. Armstrong, Capt. Churchill and 2ad. Lt. Lindell. Orderly Officer, 2nd. Lieut Lindell. To furnish Guard to-morrow, Left Section M. G. Co. Orderly Sergeant to-morrow, Sgt. Bullock.

Stock-taking.—A Board of Officers as under will assemble at Volunteer Headquarters at such time as the President may appoint for the purpose of Stock-taking in the Corps Store.—President, Capt. G. G. Wood; Members, Lieut. Crowther Smith and 2ad. Lt. L. N. Murphy. A report to be furnished to the Commandant not later than noon on Monday 9th inst.

## THE "BLUEBIRD."

The gala performance takes place to-night at 9.15 p.m. sharp, and it is hoped that everyone will be seated by that time.

The auditorium lights will be lowered immediately after the singing of the National Anthem, and if there are any late comers they will miss the effect of the opening scene.

The intervals will be of short duration, owing to the length of the play, and in order to obviate the necessity of leaving the theatre, arrangements have been made whereby refreshments will be served in a separate room by Messrs. Weismann Ltd., and Messrs. Donnelly &amp; Whyte, the profits of these to be apportioned to the Fund.

The play will terminate soon after twelve, and special ferries and trams will run 15 minutes after the performance.

The second performance takes place on Tuesday the 10th November, and there will be third on Saturday the 14th. It has been decided to leave up the gala performance decorations as far as possible for both these nights.

For the convenience of Peak residents, a special tram will run at 8.40 p.m. so as to prevent undue delay in getting down by 9.15 p.m.

## SHIPPING

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All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are now quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

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All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

**PASSAGE RATES HONGKONG TO LONDON.**

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

"MONTBAGLE". Intermediate service, via Canadian Atlantic port £48, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

**SPECIAL RATES** (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

**D. W. CRADDOCK**, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

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Hongkong, Aug. 31, 1914.

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ORIENTAL LINE**

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SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIWAN	21st Nov.	27th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

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Butterfield &amp; Swire

## SHIPPING

**NIPPON YUSEN KAISHA**

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamer. Sailing Date

MARSEILLES AND LONDON, via Singapore, Malacca, Penang, Colombo, Suez & Port Said.....	Yasaka Maru	WEDNES., 18th Capt. Yamawaki T. 25,000 (Nov. at 10 a.m.
	Miyasaki Maru	(WEDNES., 2nd Capt. Teranaka T. 16,000 (Dec. at 10 a.m.

VICTORIA, B.C., and SEATTLE via Shai, Moji, Kobe, Yokkaichi, and Yokohama .....	Sado Maru	TUES., 17th Capt. Asakawa T. 12,500 (Nov. at noon.
	Yokohama Maru	(TUES., 1st Capt. Komatsubara T. 12,500 (Dec. at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane .....	Hitachi Maru	FRI., 20th Capt. Sato T. 16,000 (Nov. at noon.
	Tango Maru	(WEDNES., 16th Capt. Soyeda T. 13,500 (Dec. at noon.

CALCUTTA via S'pore, Penang and Rangoon .....	Hakata Maru	THURS., 12th Capt. Kawashima T. 12,500 (Nov.
	Colombo Maru	(MONDAY, 23rd Capt. Sakamoto T. 8,800 (Nov.

NAGASAKI, Kobe and Yokohama .....	Tango Maru	FRIDAY, 20th Capt. Soyeda T. 13,500 (Nov. at 5 p.m.
	Kitano Maru	(TUES., 10th Capt. Cope T. 16,000 (Nov. at 11 a.m.

**PASSENGER SEASON FOR 1915.**

Fitted with new system of wireless telegraphy.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000	11th February
Kashima	20,000	23rd February
Mishima	16,000	11th March
Suwa	25,000	25th March
Atsuta	16,000	8th April
Yasaka	25,000	22nd April
Miyasaki	16,000	6th May
Kitano	16,000	20th May
Fushima	25,000	3rd June

## FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500	9th February
Yokohama	12,500	23rd February
Awa	12,500	9th March
Shidzuoka	12,500	23rd March
Tamba	12,500	6th April
Aki	12,501	20th April
Sado	12,500	4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

**CHINA NAVIGATION  
CO., LTD.**

## SAILINGS SUBJECT TO ALTERATION.

For	To Sail.
SHANGHAI...	Chenai ..... 8th Nov. at 4 p.m.
MANILA, CEBU & ILOILO...	Chinhu ..... 10th Nov. at 4 p.m.
SHANGHAI...	Anhui ..... 10th Nov. at 4 p.m.
HOIHOW & H'PHONG...	Kaifong ..... 11th Nov. at 11 a.m.
SHANGHAI...	Yingchow ..... 12th Nov. at 4 p.m.
MANILA, CEBU & ILOILO...	Taming ..... 17th Nov. at 4 p.m.
WWEI & TTSIN	Huichow ..... 19th Nov. at noon.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" &amp; "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" "Chenan," "Shaohsing" and the S.S. "Liangchow," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

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Hongkong 7th Nov., 1914.

## BUTTERFIELD &amp; SWIRE.

Agents.

**RUSSIAN VOLUNTEER FLEET.**  
HONGKONG AGENCY.

The S.S. Tambov, 4,441 R.T., Commander Alexiev, is expected to arrive here on or about the 11th November and expected to sail to Vladivostok via Japan on or about the 16th November.

This steamer has good passenger accommodation.

For freight, passage and further particulars, apply to

Capt. D. A. LUKHMANNOFF,

Agent:

Hongkong, Oct. 28, 1914.

Hotel Mansions, 3rd Floor.

## SHIPPING

**JAVA-CHINA-JAPAN  
LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

From	Expects on or about	To	Will leave on or about
Tjibodas	1st half Nov.	JAPAN	1st half Nov.
Tjimaneet	1st half Nov.	SHAI	1st half Nov.
Tjikembang	1st half Nov.	JAVA	1st half Nov.
Tijpanas	1st half Nov.	JAVA	1st half Nov.
Tilalajap	1st half Nov.	JAPAN	2nd half Nov.
Tjikini	2nd half Nov.	SHAI	2nd half Nov.
Tilliwong	1st half Dec.	JAPAN	1st half Dec.
Titaroem	1st half		

## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—Subject to Alteration.  
 For Steamship On  
 MANILA ..... Loongsang\* Sat., 7th Nov. at 3 p.m.  
 TIENTSIN via Shai & Weihaiwei ..... Cheongshing\* Tues., 10th Nov. at d'light  
 SANDAKAN ..... Chunsang Thur., 12th Nov. at noon  
 S'PORE Pang & C'ulta Fausang\* Thur., 12th Nov. at 3 p.m.  
 MANILA ..... Yuensang\* Sat., 14th Nov. at 3 p.m.  
 Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing," "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
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 LONDON & HULL ..... Merionethshire ..... 24th Dec.  
 TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.  
 VICTORIA, VVER, STLD } TACOMA & PLAND } Glenroy ..... 24th Nov.  
 VIA HONOLULU .....  
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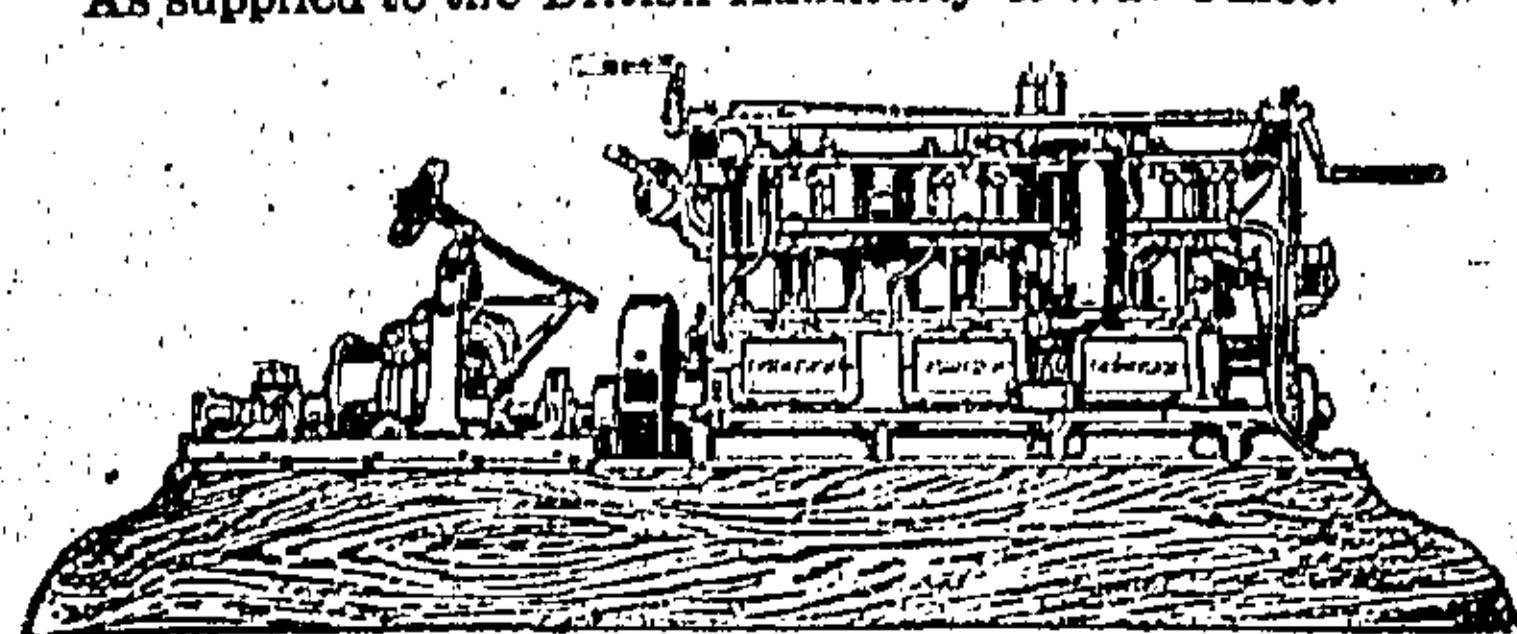
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## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles, Havre & Liverpool	Phomius	B. & S.	7, Nov.
M'les, L'don via Spore etc.	Yasaka M.	N. Y. K.	18, Nov.
Genoa, Marseilles and Liverpool	Achilles	B. & S.	20, Nov.
London & Genoa via Spore, &c.	Nellore	F. & O.	25, Nov.
London & Hull	Mer'shire	J. M. Co.	24, Dec.

## NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, Seattle, Tacoma, etc.	Cyclops	B. & S.	9, Nov.
San Francisco & San Pedro &c.	Haze! Dollar	R. D. Co.	10, Nov.
Victoria, B.C. & T'ma via Shai &c.	Panama M.	O. S. K.	11, Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24, Nov.
Via, B.C. T'ma via K'lung, Japan	Seattle M.	O. S. K.	26, Nov.
San F'co via Shai & Japan &c.	Mongolia	P. M. Co.	1, Dec.
Ports via Japan	Anyo M.	T. K. K.	2, Dec.
San F'co via Shai & Japan &c.	Shinyo M.	T. K. K.	8, Dec.
San F'co via M'la & Japan &c.	China	P. M. Co.	12, Jan.

## AUSTRALIA.

Australian Ports	Aldenham	G. L. Co.	14, Nov.
Australian Ports via Manila	Hitachi M.	N. Y. K.	18, Nov.

## SINGAPORE, COAST PORTS AND JAPAN.

Manila	Loongsang	J. M. Co.	7, Nov.
Manila, Cebu & Ililo	Chinhusa	B. & S.	10, Nov.
Shai, Moji, Kobe and Yokohama	Nazoya	P. & O.	16, Nov.
Vladivostok via Japan	Tambov	R. V. F.	16, Nov.
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	18, Nov.
Shanghai and Kobe	Rangoon M.	N. Y. K.	18, Nov.
Shanghai and Fobe	Kawachi M.	N. Y. K.	18, Nov.
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	19, Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	10, Nov.
Bombay via Spore, Port S'hain, Penang & Colo.n.	Peking M.	O. S. K.	M. of N.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	Q. desp.
Betavia, Cheribon, Samarang, &c.	Ijikembang	J. C. J. L.	Q. desp.
Java	Tiliwong	J. C. J. L.	S. half O.
Shanghai	Tijpanas	J. C. J. L.	Q. desp.
Japan	Tjimanosek	J. C. J. L.	F. half N.
Shanghai	Tjibodas	J. C. J. L.	F. half N.
	Tjitaroom	J. C. J. L.	Q. desp.

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Hongkong, 9th October, 1914.

## MOVEMENTS OF STEAMERS.

## AMERICAN MAIL.

The s.s. KOREA arrived at San Francisco on the 2nd instant.

## MERCHANT STEAMERS.

The T. K. K. ss. ANYO MARU will leave Hongkong on Wednesday the 2nd December.

## VESSELS IN PORT.

## Steamers.

Inaba Maru, Jap. ss. 3,814, S. Tomonaga 30th Oct.—Manila, 23rd/Oct/Gen.—N. Y. K.

Patella, Br. ss. 3,501, J. R. Nisbet, 31st ult.—Chittagong, 25th ult., Ballast—A. P. Co.

Chilli, Br. ss. 1,238, Lloyd, 31st ult.—Bangkok, 24th ult., Rice—B. & S.

Hue, Fr. ss. 739, A. Cornolin, 1st inst.—K. C. Wan, 31st ult., Gen.—A. R. Murty.

Duneric, Br. ss. 1,211, C. D. Logie, 2nd inst.—Bangkok, 25th ult., Rice—B. L.

Banri Maru, Jap. ss. 3,221, T. Soga, 2nd inst.—Keelung, Gen.—D. & C.

Atsuma Maru, Jap. ss. 5,043, M. Yoshika, 2nd inst.—Yokohama, 30th ult., Gen.—N. Y. K.

Fukia Maru, Jap. ss. 3,087, H. Ohisa, 2nd inst.—Mojii, 28th ult., Coal—B. & S.

Wakan Maru, Jap. ss. 6,327, K. Itsuno, 2nd inst.—Mojii, 28th ult., Gen.—N. Y. K.

Luchow, Br. ss. 1,220, J. Methorell, 3rd inst.—Swatow, 2nd inst., Gen.—B. & S.

Loongsang, Br. ss. 1,920, W. G. Leask, 3rd inst.—Manila, 31st ult., Gen.—J. M. & Co.

Lokang, Br. ss. 979, D. W. Ritchie, 3rd inst.—Honkoh, 31st ult., Salt—J. M. & Co.

Taiwan Maru, Jap. ss. 1,165, Sakai, 3rd inst.—Hongkay, 31st ult., Coal—Order.

Australien, Fr. ss. 3,543, Cuzal, 3rd inst.—Marsello, Gen.—M. M. Co.

Chingchow, Br. ss. 2,000, J. Doyle, 4th inst.—Kwangyuan, Cement stone—S. T. & Co.

Ningchow, Br. ss. 5,826, H. L. Allor, 4th inst.—Singapore, 30th ult., Gen.—B. & S.

Fausang, Br. ss. 1,700, H. S. Malkin, 4th inst.—Java, 26th ult., Sugar—J. M. & Co.

Cheongshing, Br. ss. 1,219, V. Molidell, 4th inst.—Swatow, 3rd inst., Gen.—J. M. & Co.

Chilli, Br. ss. 1,134, R. W. Lloyd, 4th inst.—Swatow, 3rd inst., Ballast—B. & S.

Dainichi Maru Jap. ss. 1,952, WZhi, 29th ult., Coal—M. B. G. K.

Saint Filans, Br. ss. 2,307, John H. Francis, 4th inst.—Shanghai, 2nd inst., Gen.—B. & S.

Nankin, Br. ss. 4,250, G. Manley, 5th inst.—Shanghai, 2nd inst., Gen.—P. & O. S. N. Co.

Chenan, Br. ss. 1,355, W. L. Jones, 6th inst.—Shanghai, 2nd inst., Gen.—B. & S.

Chunsang, Br. ss. 1,417, C. Mattock, 6th inst.—Sandakan, 30th ult., Gen.—J. M. & Co.

Chusan, Br. ss. 1,38, R. Robertson, 6th inst.—Singapore, 30th ult., Balast—B. & S.

H

# THE HONG KONG TELEGRAPH.

## EXTRA

HONGKONG, SATURDAY, NOVEMBER 7, 1914.

### THE GERMAN WAR MACHINE.

#### ITS INSIDEWORKINGS REVEALED.

An Article Full of Interesting Points.

[Below we give the concluding instalment of an article contributed to *Collier's Magazine* by Dr. Armgard Karl Graves. The first part appeared in our issue of Saturday last.]

Highly nutritious, light in weight, practically indestructible, wholesome, this is easily prepared into a palatable meal with the simple addition of hot water. Of this preparation huge quantities are always kept in stock for the army.

#### Intelligence.

Without doubt the most important division of the General Staff and upon whose information and efforts the whole machine hinges is the Intelligence Department, really covering many different fields—for instance, general science, especially strategy, topography, ballistics, but mainly the procuring of information, data, plans, maps, etc., kept more or less secret by other powers. In this division the brightest young officers and general officials are found. The training and knowledge required of the men in this service are exacting to a degree. It requires in most cases the undivided attention—often a life study—to a single subject.

It has been the unswerving policy of the Prussian military authorities to know as much of the rest of the European countries as they know of their own. In the war of 1870-71, German commanders down to the lieutenant leading a small detachment had accurate information, charts and data of every province in France, giving them more accurate knowledge of a foreign country than that country had of itself. It is a notorious fact that, after the defeat of the French armies at Weissenburg and Worth and later at Metz, the French commanders and officers lost valuable time and strategical positions through sheer ignorance of their own country. This is impossible under the Prussian system. To-day there is not a country in Europe of which there are not the most elaborate charts and maps, topographically exact to the minutest detail, docketed in the archives of the General Staff. This applies as a rule to the General Staff of most nations, but not to such painstaking details.

#### Exhaustive Knowledge of Enemies.

While undergoing instruction in the Admiral Stab in the Koniggratzer Strasse 70 previous to my being sent on an English mission, a controversy arose between my instructor and myself as to the distance between two towns on the Lincolnshire coast. He pushed a button and requested the answering orderly to bring map 64 and the officer in charge. With the usual promptness both map and officer appeared. The officers, who could not have been more than twenty-five years of age, discussed with me in fluent colloquial English the whole of this section of Lincolnshire. Not a hummock, road, road house, even to farmer's residences and blacksmith's shop, of which he did not have exact knowledge. I expressed astonishment at this most unusual acquaintance with the locality, and suggested that he must have spent considerable time in residence there. Conceive my astonishment when he informed me that he had never been out of Germany and the only voyage

at Berlin, not even in the cabinets of Europe.

#### Secret Aerial Strength.

Germany without doubt has the most up-to-date aerial fleet in the world. The budget of the Reichstag of 1908-1909 allowed and provided for the building and maintenance of twelve dirigibles of the Zeppelin type. So far as the knowledge of the rest of the world is concerned this is all the sky navy that Germany possesses. It is a fact, though, that she has three times the number that she officially acknowledges.

The dirigible-balloon centres in Germany are five and they are situated at vitally strategic points. There are two on the French border, one on the Russian border, one on the Atlantic Coast, and a central station near Berlin. The exact places are Strasburg, Frankfort-on-the-Main, Posen, Wilhelmshafen, and Berlin. This does not include the marvellous station at Heligoland in the North Sea, this being a strategic point in relation to Great Britain. Nothing is known about this Heligoland station. None but those on official business are permitted within a thousand yards of it. I shall tell things concerning it.

Besides these purely military posts there are a number of commercial stations necessary as depots of the regular transportation aerial lines that operate for the convenience of the public. Like Germany's commercial steamers, however, they are controlled and subsidized by the Government. At a few hours' notice they can be converted and made use of for Government purposes. Taking these transportation lines into consideration, it is safe to state that by now Germany could send fifty huge airships to war.

#### Revolutionizing Discoveries.

It may be a puzzle to Americans why, in the face of disasters and accidents to these Zeppelins, Germany is spending about \$4,000,000 on her aerial fleet. Now we come to a very significant point. I know, and certain members of the German General Staff know, as well as trusted men in the aerial corps, that there are two conditions under which airships are operated in Germany. One is the ordinary more or less well-known system which characterizes the operation of all the passenger lines now in service in the Empire. It is the system under which all the disasters that appear in the newspaper occur. Airships that are used in the general army flights and manoeuvres are also run under the same system as the passenger dirigibles—for a reason.

The other system is an absolute secret of the German General Staff. It is not used in the general manoeuvres, only in specific cases, and these always secretly. It has been proved to be effective in eliminating 75 per cent of the accidents which have characterized all of Germany's adventures in dirigibles and heavier-than-air machines. These statistics are known only among the German General Staff officers.

#### The Aerial Corps.

Let us go into this further. Critics of the German dirigible who foolishly rate the French aeroplane superior point out that the Zeppelins have three serious defects—bulk and heaviness of structure, inflammability of the lifting power—the gas that floats them—and insufficiency of fuel carriage. In other words, they cannot ship enough gas to stay in the air a desirable length of time without coming down. The secret devices of the German war office have eliminated all these objectionable features. They have overcome the condition of bulk and heaviness of structure by their Government chemists devising the formula of a material that is lighter than aluminium, yet which possesses all of that metal's density and which has also the flexibility of steel. Airships not

among the twelve that Germany officially admits are made of this material. Its formula is a Government secret and England or France would give thousands of dollars to possess it.

The objection of inflammability of the lifting power has also been overcome. The power of the ordinary hydrogen gas in all its various forms has been multiplied threefold by a new gas discovered at the Spandau Government chemical laboratory. This gas has also the enormous advantage of being absolutely uninflammable. I have seen experiments made with it. It cannot be used for illuminating purposes. Dirigibles that are equipped with it are not liable to the awful explosions that have characterized flights under the ordinary system.

The new gas has also the enormous advantage of having a liquid form. To produce the gas it is only necessary to let the ordinary atmosphere come in contact with the liquid. Carried in cylinders two feet long and with a diameter of six inches it is obvious that enough of this liquid can be carried aboard the big war dirigible to permit their refilling in mid-air.

So, you see, all the objections to the commonly known system of operation have been overcome by the War Office.

The last dirigible tried by the War Office in 1912, the mysterious Zeppelin X made a continuous trip from Stettin over the Baltic to Upsala in Sweden, thence across the Baltic again to Riga in the Gulf of Finland, where it doubled and sailed back to Stettin. This was a journey of 976 miles. The airship had a complement of twenty-five men and twelve tons of dead weight. It travelled under severe weather conditions, the month being March, and snowstorms, hail, and rain occurred throughout the voyage. The significance of this flight can be easily understood if you consider that the distance from Strasburg or Dusseldorf to Paris or other strategical points in France is approximately 480 kilometres. A ship like the Zeppelin X could sail over the French border, dynamite the fortifications around Paris, and return, the journey being roughly about 1,000 kilometres or some hundreds of kilometres less than the actual trip made by the Zeppelin X. Moreover, the German military trials have shown the possibility of an aerial fleet leaving its home ports and cruising to foreign lands and returning without the necessity of landing to replenish its gas tanks or fuel.

Let me show you how the German aerial corps is made up. It is called the Luftschiffer Abteilung and is composed of ten battalions, each consisting of 350 men. They are all absolutely trained for this branch of the service. Only the smartest mechanics and artificers are selected. In the higher positions the most intelligent and bravest officers hold command.

Comparing the usual pay in continental armies, the wages of the men in the German aerial corps are exceptionally high. In fact they are the highest paid in the German army. They are not ordinary enlisted men, meaning that they serve only their two years' time. Most of them have agreed to serve a lengthy term. Married men are not encouraged to enroll in this branch of the service. It is obvious from the nature of the work that the hazards are often great. The wonderful system of the German War Machine has been installed with rare detail in the aerial corps.

The equipment of the different types is really marvellous, for everything human ingenuity has been able to devise concerning the dirigible you will find in application. Each station is fully equipped and is an absolutely independent centre in itself. Take the base at Heligoland. It is the newest and the one that is always reckoned with secrecy. The

#### Guarding the Dirigibles.

At the extreme eastern corner of the island of Heligoland one sees, amid the sandy dunes, three vast oblong iron-grey structures. At a distance they are not unlike overgrown gasometers. I say at a distance, for it is impossible for any visitor to get within a thousand yards of the station. The solitary approach is guarded by a triple post of the marine guard. If you walk toward the station, before you come within a hundred yards of the guard, you will find large signs setting forth in that direction. Not only English but German visitors to Heligoland have found out that even the slightest infringement of the rules of these signs is dangerous. I shall, however, take you a little closer.

Walking on until you are within fifty yards of the great balloon sheds, you pause before a tall fence of barbed wire, this connected with an elaborate alarm bell system that sounds in the two guardhouses. For instance, if an enterprising secret agent of France were to try and steal up on the station, if he came by night and cut through the barbed wire, a series of bells would immediately sound the general alarm. Having passed through the six strands of barbed wire a tall octagonal tower meets the eye. In this tower are installed two powerful searchlights as well as a complete wireless outfit. All the Zeppelins carry wireless. By means of elaborate reflectors, it is possible with the search-lights to flood the whole place with dry-light in the middle of night. Thus, ascensions can be made safely at any hour of the twenty-four. The three oblong sheds stand in a row, the middle being the largest, having spaces for two complete dirigibles, while the other sheds house but one each. They are about 800 feet long, 200 feet broad and 120 feet high. The whole structure itself can be shifted to about an angle of forty degrees, this being worked on a plan similar to a railroad engine turntable. The reason for it is that with the veering of the wind the sheds are turned so that the doors will be placed advantageously for the removal of the airship.

#### Dirigibles Replace Forts.

The whole layout and the vast area of space show that it is the Government's intention still further to increase the plant. In fact, on my last visit to Heligoland—and it was nearly three years ago—I saw the evidence of another shed about to be built. At the station is the most efficient meteorological department of all the stations. The most sensitive and up-to-date instruments connected with this science are there in duplicate and the highest experts such as only Germany can produce are in charge of the department.

When I was at Heligoland I noticed a vast difference in the strength of the fortifications compared to what they had been. They used to be tremendous, but since the addition of the naval base they have become secondary. Half the soldiers on duty there have been transferred elsewhere; so with the big guns. There is no longer any need of them. As I stated, I saw a fourth big balloon shed in the course of construction. I have not been on the island for nearly three years. Nobody has been near the extreme eastern end except those closely identified with the service. Considering that Germany has not built more than one extra shed, that means five dirigibles, and there is nothing on earth that could stand up against them. Heligoland does not need forts any more. The new forts float in the sky and can rain death.

Heligoland has long been a sore spot of British diplomacy.

Seized from Denmark in 1807, it

was formally ceded to England in 1814; now it is a menace to her. While Lord Salisbury was Prime Minister of England, he conceived what he believed to be a shrewd diplomatic move. He offered Bismarck the island of Heligoland in exchange for some East African concessions, and it became a German possession in 1890. Heligoland is now the key and guard of Germany's main artery of commerce, being the key to Hamburg. With the dirigible station of Heligoland to guard her, Hamburg is impregnable, and on England's northern coast they have a way of looking out across the North Sea with troubled eyes!

Let us consider one of these new war monsters, the latest and most powerful, the X 15. The latest Zeppelin, charged with the newly discovered dioxygenous gas, giving these sky battleships triple lifting capacity; the perfecting of the Diesel motor, giving enormous horse-power percentage with light fuel consumption (fifty of these Diesel engines, their workings secret to the German Government, are stored under guard at the big navy yards at Wilhelmshafen and Kiel, ready to be installed at the break of war in submarines and dirigibles), have given the German type of aircraft an importance undreamed of and unsuspected by the rest of the world.

#### Guns on the Zeppelins.

The operating sphere of the new balloons has extended from 100 to 1,400 kilometres. Secret trial trips of a fully equipped Zeppelin like X 15, carrying a crew of twenty-four men, six quick-firing guns, seven tons of explosives, have extended from Siettlin, over the Baltic, over the Swedish coast, recrossing the Baltic and landing at Swinemunde, with enough gas, fuel, and provisions left to keep aloft another thirty-six hours. The distance all told covered on one of these trips was 1,180 kilometres. This fact speaks for itself. The return distance from Heligoland to London, or any midland towns in England, corresponds to the mileage covered on recent trips. In the event of hostilities between England and Germany, this statement needs no explanation. That is why I mentioned that the latter-day Zeppelins were a powerful factor in bringing about an amiable understanding between these two powerful countries. For neither the historic wooden walls of Nelson's day nor the steel plates of her modern navy could help England or any other nation against the throats of the monsters of the air.

The capacity of seven tons of explosives does not exhaust the resources of this type of weapon. I have it on good authority that the new Zeppelins can carry double that quantity of explosives if necessary. As the size of these vessels increases, so does the ratio of their carrying capacity.

Picture the havoc a dozen such vultures could create attacking a city like London or Paris. Present day defence against these ships is totally inadequate. In attacking large places, the Zeppelins would rise to a height of from 6,000 to 8,000 feet, at which distance these huge cigar-shaped engines of death, 700 feet long, would appear the size of a football, and no bigger. I know that Zeppelins have successfully sailed aloft at an altitude of 10,000 feet. Picture them at that elevation, everybody aboard in warm, comfortable quarters ready to drop explosives to the ground. The half informed man—and there appear to be many such in European cabinets, which recalls the proverb about a little knowledge being a dangerous thing—likes to say that a flock of aeroplanes can put a dirigible overboard some of the new explosive of the German Government, this new chemical having the property of setting on fire anything that it hits, and they sail on.

And remember that wherever the new German explosive strikes conflagration begins.

Aeroplanes, biplanes, monoplanes, and the other innumerable host of small craft so often quoted

### PRESIDENT WILSON.

#### Will He Again Stand?

Washington, Sept. 25.—At the direction of President Wilson, Secretary Tumulty to-day wrote a letter to New Jersey Democrats, declining to have them endorse the President for a second term.

Mr. Tumulty's letter was to Mr. Edward D. Grosscup, state treasurer of New Jersey. It read:

"You are generous enough to consult me as to whether the Democrats of New Jersey should at this time endorse the President for a second term. I had a talk with the President about it and he deeply appreciated the suggestion, but New Jersey is his home state, the men who would act in this matter are his own personal friends, and he feels that it might seem as if he were taking advantage of the extraordinary situation now existing to gain some personal advantage through such an expression of confidence by them."

"This would be inconsistent with his whole being and spirit and he shrinks from it as from something that would embarrass him rather than help him."

President Wilson's attitude was not taken by friends here to mean that he has decided not to accept a re-nomination if it is offered to him. Democrats in other states have recently endorsed him for a second term, and no objection was made at the White House.

new Zeppelins have gone thousands of feet higher. An aviator at 8,000 feet, will tell you when he comes down what a harrowing experience he has had. What good can an individual be, exposed to the temperature and the elements at such an altitude, in doing harm to the calm, comfortable gentlemen in the heated compartments of the Zeppelin? Quatsch! which is a German army term for piffle!

At 8,000 feet the small target a Zeppelin affords would move at a rate of speed of from thirty-five to sixty miles an hour. The possible chances of being hit by terrestrial gunfire are infinitesimally small. This does not take into account the vast opportunities that a dirigible has for attack or the possibility of hiding among the clouds. The X 15, sailing over London, could drop explosives down and create terrible havoc. They don't have to aim. They simply dump overboard some of the new explosive of the German Government, this new chemical having the property of setting on fire anything that it hits, and they sail on. And remember that wherever the new German explosive strikes conflagration begins.

Aeroplanes, biplanes, monoplanes, and the other innumerable host of small craft so often quoted as a possible counter-defence against the Zeppelin, are overrated, and are in any case theoretical. The German authorities have made vast and exhaustive trials in these matters. The strenuous efforts on the part of the Empire to increase its dirigible fleet are to my way of thinking answer enough."

# THE HONGKONG TELEGRAPH.

## SECOND EXTRA

HONGKONG, SATURDAY, NOVEMBER 7, 1914.

### HONGKONG TRADE.

**Business Still Very Slack.**  
The Fortnightly Prices Current and Market Report issued by the Hongkong General Chamber of Commerce under yesterday's date shows that trade is very dull.

In cotton piece goods and fancy cotton goods there is no change in the situation. Fancy goods are neglected and the small clearances effected frequently entail a sacrifice. In cotton yarn, the market continues dragging and dealers are only buying small quantities for urgent requirements. Values have further weakened about \$1 to \$3 per bale. Deliveries have somewhat fallen off. Quotations are:—No. 10s at \$80/12; No. 12s at \$88/14. No. 16s at \$100/122. No. 20s at \$108/142. Arrivals 2,000 bales. Sales 1,500 bales. Shipments 500 bales. Unsold stock 54,000 bales. Bargains 37,000 bales.

On the metal market it is reported that there has been very little change; and it now seems improbable that there will be any revival until after the New Year. Prices remain stationary with no inclination on the part of dealers to part with their stocks.

Messrs. Herbert Dent and Company's silk circular, dated October 10, states:—Stock:

5,000 bales about. Market:

Silk: No settlements are reported for Europe since our last circular. American buyers con-

tinue to buy a fair amount of short-reels. Settlements are said to be 400 to 500 bales. Waste:

No settlements are reported but some enquiries are rumoured for London by one or two firms.

Dealers are inclined to hold.

The flour market report states:

American Market: Wheat still

continues advancing daily and

only a few small sales are reported for China. Local Market: Prices here have advanced in sympathy with the Wheat market but clear-

ances are small and stocks remain

unchanged.

The opium importations since

October 22 have been 12 chests

of Turkish and Persian, and the

stocks on November 5 were:—

Patna, 783 chests; Benares, 359

chests; Malwa, 1,099.1-2, chests;

Persian and Turkish, 202 chests.

The report is as follows:—Ban-

gal Market: No fresh business

transacted and quotations are unchanged:—Patna, New \$9,325.00, Old \$9,200.00,

V. Old \$9,100.00. Benares, New, \$9,050.00, Old \$8,925.00, V.

Old \$8,825.00. Malwa Market:

A very small lot of best drug

changed hands at \$8,500.00 per

picul.

### COMPANIES WARNED.

It is notified that at the expiration of three months from the date hereof the following companies will, unless cause is shown to the contrary, be struck off the Register and the Companies will be dissolved:—

The Oriental Cigarette & Tobacco Company, Limited.

The Yik On Steamship Company, Limited.

The Wing Fat Steamship Company, Limited.

Dunning & Company, Limited (Registered on 1/12/05).

E. L. Mondon, Limited.

Craig & Company, Limited.

The Kwong Tung Hotel Com-

pany, Limited.

Wa Hing, Cotton & Cotton

Yarn Company, Limited.

The Roseley Rubber Estates, Limited.

The Teui Yin Lau Hotel Com-

pany, Limited.

### EXPENSIVE WIVES.

"Indian Ladies are Always Like That."

### GENERAL IN CHAINS.

Charge Against a Russian Commander.

### PRINCE OF WALES' FUND.

Another Gala Night at the Victoria Theatre.

### MINISTERING CHILDREN'S LEAGUE.

Distribution of the Bazaar Proceeds.

### TU-DAY'S ORDERS.

To-day's orders state:—

Drills.—From the 9th inst. there will be three parades weekly instead of four. Those drills will be carried out on Mondays, Tuesdays and Thursdays.

Detail.—On duty Sunday 8th inst. Group 2. Officers on duty Capt. Armstrong, Capt. Churchill and 2nd Lt. Lindsell. Orderly Officer, 2nd Lieut. Lindsell. On duty Monday 9th inst. Group 3. Officers on duty, Capt. Stewart, Lieut. Wright and 2nd Lt. Murphy. Orderly Officer, 2nd Lieut. Murphy. To furnish Guard to-night, List Section, M. G. Co.; tomorrow, Civil Service Company; Monday 9th inst., Scout Company. Orderly Sergeant to-night, Sgt. Bullock; to-morrow, Corp. Hamilton; Monday 9th inst., Sgt. Hill.

Orders.—No orders will be published to-morrow Sunday 8th instant.

Leave is granted to members of the Corps on duty at Volunteer Headquarters wishing to attend the performance at the City Hall to-night. Any man wishing to do so must report their intention to the N. O. O. i/c Guard who will take their names. These men must not leave the vicinity of the City Hall and must return to Camp at once on the conclusion of the performance.

### CHURCH SERVICES.

St. John's Cathedral, Hongkong:—22nd Sunday after Trinity; November 8th, 1914. Holy Communion (8.05 a.m.) Matins (11 a.m.) (Full Choir). Responses: Festal. Venite Hayes. Psalms: Purcell and Turle. Te Deum: Russell, Jones and Pye. Jubilate: Croft (3rd evening). Hymns: 255, 550. Preacher: Rev. N.C. Pope, M.A. N.B.—Psalm 38 verses 1, 2, 9, 10, 21, and 23 in unison. Psalm: 39 verses 5, 6, 11 and 12 in unison. Psalm: 40 verses 1, 2, 6 and 19 in unison. Hymn: 550 verses 5, 6 in unison. Evensong (5.45 p.m.) (Full Choir). Responses: Festal. Psalms: Goss, Stainer and Soaper. Magnificat: Nunus Dimitia: Maundier in D. Anthem: "Doubt not the Father's care"—Elgar. Hymns: 214, 477. Voluntary: Intermezzo in D. flat—Hollins, N. B.—Psalm: 41 verses 1, 2 and 13 in unison. Psalm: 42 verses 1, 7 and 13 in unison. Psalm: 43 verses 3 and 4 in unison. Hymn: 477 verses 5 in unison. The collection will be in aid of the Choir Fund.

Union Church, Kennedy Road:—Harvest Thanksgiving Services Morning 11, Hymns: 494, 575, 427, 423. Anthem: "O Taste and See," Evening 6, Hymns: 495, 220, 426, 498. Anthem: "O Lord how manifold." Preacher—Rev. J. Kirk Macdonachie. Subjects: Morning: Fruit Trees in War Time; Evening: The Forgotten Sheaf. Collections for Hospitals. !

St. Andrew's Church, Kowloon:—2nd Sunday after Trinity 8th November, 1914. Matins 11 a.m. Responses: Festal. Venite Russell Day 3rd. Psalms Purcell-Turle. Te Deum, Lawes, Cooke Hopkins. Jubilate: Goodson Hymns: 1-324-423 (Tune 438 A & M). National Anthem: Orders issued to-day by Major Wakeman, concerning the camp of Stonemasons state:—

Orderly Officer to-day, Lt. Bruton; to-morrow, 2nd Lt. Evan Jones; Monday, 2nd Lt. Evan Jones.

Orderly Sergeant to-day, Sergeant Beswick; to-morrow, Sergeant Healy; Monday, Sergeant Storrie.

With reference to Launch Service for Field Day, published in yesterday's Orders, the 7.45 a.m. launch will leave at 7.50 a.m. to accommodate men living at the Peak.

Firing will take place on the Range for men who have not completed the Standard Test, and for those who have failed to qualify.

All men who scored 35 or over in the Standard Test can take part in the Field Firing Practices.

### GERMAN RULE.

What General Nogi Predicted

General Nogi's prediction made at the siege of Port Arthur, is still fresh in the minds of Englishmen. General Nogi said:

"I believe that the world will witness a great war which will have all Europe for its battle-ground, and will settle the Franco-Prussian question and the Anglo-German rivalry."

France and Germany will meet in this last decisive conflict on the Belgian plains, probably near Waterloo, the only spot which will permit of the evolution of the great armies which will face each other. At the present time the French and German frontiers are too strongly fortified for either people to force its way through. I have little doubt as to the result of this war. France will beat Germany on land and England will crush Germany at sea.

This will be the last great war in Europe for many years, perhaps for ever. The German states will emerge from this war so exhausted and so terrified that they will have no other object than to form some sort of condition that they may in the future obviate the recurrence of any such catastrophe."

Prayers have been offered in some churches specifically asking that the prediction of the Japanese strategists be realized.

### GOVERNMENT APPOINTMENTS.

### HIS EXCELLENCY THE GOVERNOR HAS BEEN PLEASED TO PROMOTE 2nd Lieutenants A. E. Wright and G. Norrington to be Lieutenants in the Hongkong Volunteer Corps, and to appoint Mr. J. D. Dibby to be a temporary Lieutenant, with effect from the 2nd November, 1914.

His Excellency the Governor has been pleased to recognise, provisionally and pending the receipt of instructions from His Majesty's Government, Mr. S. Stockmest as Vice-Consul for Norway in Hongkong.

His Excellency the Governor has been pleased to recognise Mr. S. Stockmest as being in charge of the Royal Danish Consulate in Hongkong.

### UNCLAIMED TELEGRAMS.

Great Northern Telegraph Company, Ltd.

Enyansang, Shanghai.

Kiangguan, Amoy.

A. B. SØRENSEN,

Actg. Superintendent.

Hongkong, Nov. 6, 1914.

Eastern Extension Australasia &

China Telegraph Co.

Aingnet, Rangoon.

Alderson Hongkong Hotel,

Manila.

Chop Wan Lee Queen's Road,

Jelobo.

Desbain Passenger Mongolia,

New York.

Giang Nguong Shop, Foochow.

Sun On Lung Molo Oai, Macao.

Zuellig Hongkong Hotel,

Manila.

W. B. ELWES,

Superintendent.

Hongkong, Nov. 6, 1914.

### MARINE COURT.

At the Marine Court, this morning a boatwoman was fined \$50 for having in junk 1914 a secret compartment in which either goods or persons could be concealed. Inspector Gordon prosecuted.

Two Chinese were charged with permitting their boats to sail in the Harbour in prohibited hours. The second man was also charged with failing to take out a licence. The first man was fined \$10, and the second was fined \$15.

A fine of \$25 was imposed on a Chinese for permitting his boat to sail about the Harbour during prohibited hours.

### GRAND HOTEL LICENCE.

It is notified in the Gazette that a meeting of the Licensing Board will be held at the Council Chamber on Wednesday, November 25, at 2.15 p.m. for the purpose of considering the following application under the Liquors Consolidation Ordinance, 1911:—From one Charles Bond for a Publican's Licence to sell retail intoxicating liquors for consumption on the premises No. 2, Queen's Road Central, under the sign of "Grand Hotel."



## PUBLIC AUCTIONS.

GEO. P. LAMMERT.  
AUCTIONEER, SHARE &  
GENERAL BROKER

THE Undersigned has received  
instructions to sell by Public  
Auction on

TUESDAY,  
the 10th November, 1914, com-  
mencing at 11 a.m. at No. 3  
Carnarvon Villas, Kowloon.

A Quantity of Household  
Furniture.

(Full particulars from catalogue).  
On view from Monday, the  
9th inst.

Terms—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.

## AUCTIONS.

By order of the Mortgagees.  
Mr. Geo P. Lammert has received  
instructions to sell by  
PUBLIC AUCTION

on  
THURSDAY,  
the 12th day of November, 1914  
at 3 p.m. at his sales room Dud-  
dell Street Victoria, Hongkong.

The Following  
valuable "Leaschild Property  
situate at Victoria, Hongkong,  
viz.—

All those pieces or parcels of  
ground situate at Victoria aforesaid  
and known and registered in  
the Land Office as Section A of  
Marine Lot No. 118 and The  
Remaining Portion of Marine Lot  
No. 118 together with the messuages  
thereon respectively known as  
Nos. 54 and 55 Praya East  
and Nos. 52 and 53 Praya East.  
Term 999 years. Annual Crown  
rent \$18.32 and \$51.32 respectively.

For further particulars and  
conditions of sale apply to  
Messrs. JOHNSON, STOKES &  
MASTER, Prince's Buildings  
Ice House Street, Hongkong.

Solicitors for the Mortgagees  
or to

Mr. GEO. P. LAMMERT,  
The Auctioneer.  
Hongkong, 27th October, 1914.

## FOR SALE.

FOR SALE.—SAILING  
YACHT "CWEN"—(Hay-  
ward-Hayes Design) with or  
without motor. Can be inspected  
at any time at Ah King's  
Shipway. Apply GEO. P. LAM-  
MERT.

## CONSIGNEES

PACIFIC MAIL STEAMSHIP  
COMPANY.

FROM SAN FRANCISCO,  
JAPAN PORTS AND MANILA.  
e.s. "MANCHURIA"

The above mentioned vessel  
having arrived consignees of  
cargo are hereby notified to send  
in their bills of lading for  
countersignature and take immediate  
delivery from the Company's  
godown at West Point. Cargo  
will be landed immediately at  
consignees' risk.

Cargo remaining undelivered  
Friday October 30th, 1914 at noon  
will be subject to landing  
charges and if undelivered  
Monday, November 1st, 1914 at  
5 p.m. will be subject to both  
landing and storage charges.

No Fire Insurance whatever  
will be effected.

All chafed and otherwise damaged  
cargo will be examined at  
the above Company's godown at  
West Point September 31st,  
1914 at 10 a.m.

No claim will be entertained  
unless accompanied by short de-  
livery note or list of exceptions  
taken at the time of delivery to  
consignee and signed for and on  
behalf of the Pacific Mail S.S. Co.

All claims must be filed on or  
before Nov. 27th, 1914 otherwise  
they will not be recognized.

B. C. MORTON,  
Agent.  
Hongkong, 27th October, 1914.

## MARTIN'S

APIOL & STEEL  
PILLS

A French Remedy for all regularities  
of the bowels. It always keeps a box  
of Martin's APIOL & STEEL PILLS  
in my pocket. I can assure you that  
they are the best. All Complaints and Diseases of  
the Bowels are removed by this Remedy.

MARTIN'S  
APIOL & STEEL  
PILLS

French Remedy for all regularities  
of the bowels. It always keeps a box  
of Martin's APIOL & STEEL PILLS  
in my pocket. I can assure you that  
they are the best. All Complaints and Diseases of  
the Bowels are removed by this Remedy.

## ENTERTAINMENTS.

## A. D. C.

THEATRE ROYAL.

TO-NIGHT!  
TO-NIGHT!!  
THE BLUE BIRD.

Second Performance Tuesday, November 10th.  
Third Performance Saturday, November 14th.

A FAIRY PLAY IN 5 ACTS  
By MAURICE MAETERLINCK.

Under the distinguished patronage of H.E. Sir F. H. May, K.C.M.G.  
General F. H. Kelly, Q.B., and Commodore  
R. N. Anstruther, C.M.G., R.N.

in aid of

THE PRINCE OF WALES' FUND.

100 PERFORMERS, 50 CHILDREN,

50 TRAINED BIRDS.

A SPECIAL CORPS DE BALLET OF 25.

ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.

PRICES AS USUAL.

PIT (reserved) at \$2.00

Commencing each evening at 9.15 sharp.

## VICTORIA THEATRE.

FRIDAY, 6th November.  
GRAND GALA NIGHT

In aid of

THE PRINCE OF WALES' FUND.

See Programme & Hand Bills.

SATURDAY, 7th November and for 3 nights only,  
The Great Comedy: School Girl—in 2 Parts  
and the  
Powerful Drama

THE LOVE THAT DEGRADES.

Look out for TUESDAY, 10th: WAR PICTURE.  
FRIDAY 13th: Boys of the Bulldog Breed.

## BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday, 7th November,  
The great thrilling detective drama

"NICK WINTER & THE MYSTERIOUS BANK"

In 2 parts—Length 3,500 Feet.

THE BALKAN WAR PICTURE

"ADRIANOPLIS"—Length 1,500 Feet.

"PATHE'S INTERNATIONAL GAZETTE"

Showing the World's Latest News.

SEE HAND BILLS.

## NOTICES.

## BREWER &amp; CO.

Pedder Street (Adjoining Hongkong Hotel Main Entrance)  
Telephone No. 696.

THE GREATER LAW, by Victoria Cross..... \$1.75

THE GOLDEN LADY, by Bortram Atkey..... 1.75

FRIVOLE, by Kate Horn..... 1.75

THE WORLD SET FREE, by H. G. Wells..... 1.75

CLEANSING FIRES, by L. G. Moberly..... 1.75

THE HOUSE ROUND THE CORNER, by Louis Tracy..... 1.75

HIS OWN LAW, by Frank Barrett..... 1.75

BLUSH ROSE, by Ernest Alfred Vizetelly..... 1.75

OFF THE MAIN TRACK, by Stanley Portal Hyatt..... 6.00

Almonds—Bang Yan ..... lb. 25

Apples (California)—Kam Shan Ping Kho ..... 18

" (Chefoo)—Tie Chun Ping Kho ..... "

" Small—Hoi Tong ..... "

Bananas, fragrant, Canton.—San Shing Heung Chiu lb. 3

" (brides), Macao.—San Heung Chiu ..... 3

FRENCH LESSONS

C. MOUSSION,  
15. Morrison Hill Road

## OFFICIAL MARKET PRICES

Hongkong, October 30, 1914.

BUTCHER MEAT.

肉食

	Ots.	足
Beef Sirloin & Prime Cut,—Mei Lung Fa	Ib. 21	尾
" Corned,—Ham Ngau Yuk	21	頭
" Roast,—Shiu	21	中
" Breast,—Ngau Lam	19	胸
" Soup,—Tong Yuk	18	肚
" Steak,—Ngau Yuk Pa	22	牛
" do,—Sirloin,—Ngau Lau	33	肉
" Sausages,—Ngau Cheung	26	腰
Bullock's Brains—" No. ....	per set 12	尾
" Tongue, fresh,—Ngau Li	each 50	頭
" corned,—Ham Ngau Li	60	中
" Head,—Ngau Tau	81.20	胸
" Heart,—Ngau Sun	Ib. 14	肚
" Hump, Salt,—Ngau Kin	22	牛
" Feet,—Ngau Keuk	each 12	肉
" Kidneys,—Ngau Yin	12	腰
" Tail,—Ngau Mei	20	頭
" Liver,—Ngau Kon	Ib. 13	中
" Tripe (undressed)—Ngau To	6	胸
Calves' Head & Feet,—Ngau-tsi-tau-keuk	set \$1.20	肚
Mutton Chop,—Young Pei Kwat	Ib. 26	羊排
" Leg,—Young Pei	26	頭
" Shoulder,—Young Shau	24	中
" Saddle...	27	胸
Pigs Chittlings,—Chu Chong	27	豬頭
" Brains,—Chu No	per set 24	心
" Feet,—Chu Keuk	Ib. 14	腰
" Fry,—Chu Chap	16	頭
" Head,—Chu Tau	18	中
" Heart,—Chu Sam	each 12	胸
" Kidneys,—Chu Yiu	18	腰
" Liver,—Chu Kon	Ib. 30	頭
Pork, Chop,—Chu Pai Kwat	26	中
" Cured,—Ham Chu Yuk	—	胸
" Leg,—Chu Pei	30	腰
" Fat or Lard,—Chu Yau	20	頭
Sheep's Head and Feet,—Young Tau Keuk	set 60	羊頭
" Heart,—Young Sam	each 8	中
" Kidneys,—Young Yiu	12	腰
" Liver,—Young Kon	Ib. 27	頭
Sucking Pigs, to order—Chu Tsai	22	中
Suet, Beef,—Shang Ngau Yau	22	腰
Mutton,—Shang Young Yau	27	頭
Veal,—Ngau Tsai Yuk	19	中
Sausages,—Ngau Tsai Cheung	20	腰
Lard,—Chu Yau	Ib. 22	頭

POULTRY.

Ots.

	Ots.	足
Chicken,—Kai Tsai	Ib. 30	仔雞
Capon, Large, Small,—Sin Kai	30	生雞
Ducks,—Ap	24	南鴨
Doves,—Pan Kau	18	蛋鴨
Eggs, Hen—Kai Tan (cooking)	per doz 24	蛋
Fowl, Canton,—Kai	Ib. 34	火雞
" Hainan,—Hoi Nam Kai	28	海雞
Geese,—Ngo	24	白鵝
Pigeons, Canton,—Pak Kap	each 30	鴿子
" Ho-how,—Hoi How Pak Kap,	25	海鴿
Snipe,—Sha Tsui	each 23	白鷦鷯
Turkeys, Cock—Fo Kai Kung	Ib. 65	火雞
" Hen, " Na	45	火鶏

FISH.

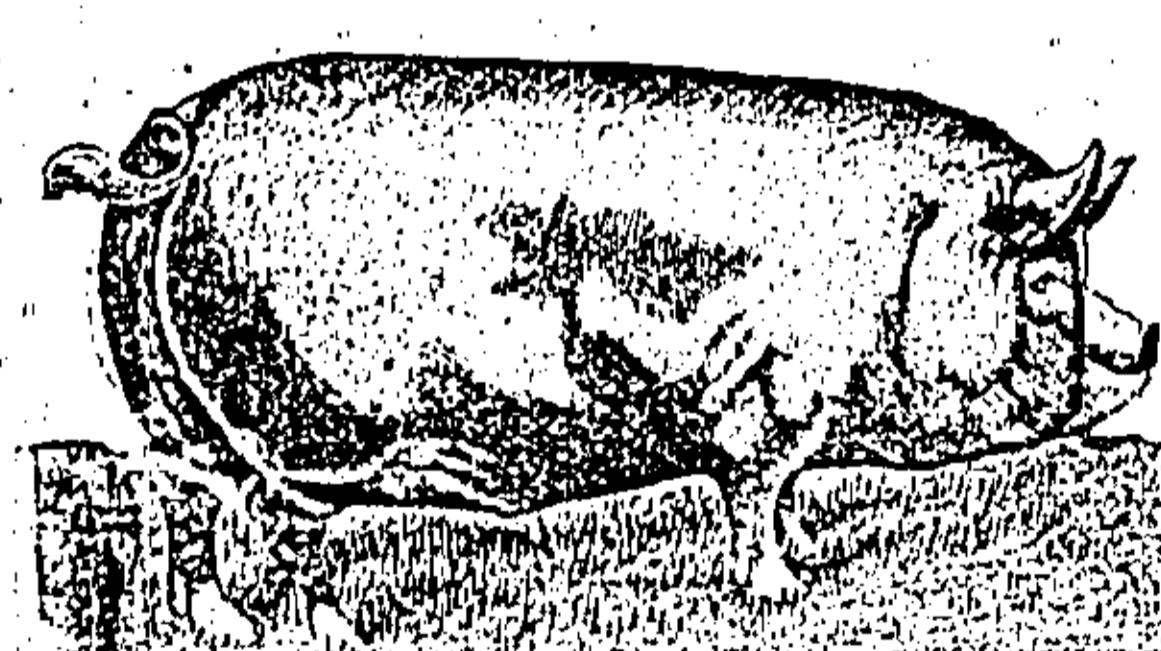
Ots.

	Ots.	足
Barbel,—Ka Yu	Ib. 18	鯉魚
Bream,—Pin Yu	20	鰱魚
Canton Fresh Water Fish,—Hoi Sin Yu	17	鯉魚
Carp,—Li Yu	22	鯉魚
Catfish,—Chik Yu	15	鯽魚
Codfish,—Man Yu	16	鯧魚
Crabs,—Hai	24	蟹
Cuttle Fish,—Muk Yu	18	墨魚

# DAIRY FARM NEWS.

WE ARE ALWAYS  
IN A POSITION TO SUPPLY YOU WITH  
THE BEST OBTAINABLE

LOCAL AND AUSTRALIAN MEATS,  
SMOKED FISH,  
SAUSAGES,  
HAMS, BACON,  
CORNED PORK, CORNED BEEF



AND  
WE IMPORT  
ABSOLUTELY THE BEST TABLE BUTTER THAT  
MONEY CAN BUY.  
“ DAISY ”  
THE BRAND.

**Commercial.**

Bukit Koman.  
40 stamps ran 28.4 days. Lost time 1.8 days, due to repairs and usual clean-up.

Stone Crushed:  
Bukit Koman ... 1,431 tons.  
Anderson ... 607 "Bukit Hitam ... 139 "Junction ... 500 "

2,776 tons.  
Huntington Mill ran 22.33 days. Lost time 5.67 days, due to renewals, repairs and clean-up. Surface ore crushed:  
Bukit Hitam ... 1,131 tons.  
Junction ... 840 "

1,971 tons.  
Total ore crushed in Koman Mills ... 4,747 tons.

Amalgam Sponge Bullion  
Stamp Mill 1,229 457 451.45  
Huntington

Mill ... 461 218 210.

Grit Mill ... 60 22 21.

Total ... 1,750 697 688.45

Bukit Malacca.

Two Huntington Mills ran 24 days. Lost time 4 days, due to shortage of water, renewals, repairs and clean-up.

Surface ore Crushed:  
Bukit Koman ... 1,624 tons equal to

Bukit Malacca 1,534 3,182 tons.

Amalgam collected 659 ozs., producing 337 ozs. sponge, yielding 330.1 ozs. smelted gold. Average yield per ton

Bukit Koman stamps 3,403 dwt's.

Average yield per ton

Bukit Koman Hunting Mill ... 2,191 "

Average yield per ton

Bukit Koman Tailings .65 "

Average yield per ton

Bukit Malacca Hunting Mill ... 2,070 "

Totals.—

Stone crushed ... 7,930 tons.

Amalgam ... 2,400 ozs.

Smelted gold ... 1,018.55

Average yield ... 2,560 dwt's

fineness 999.73

Home Commercial and Produce Markets.

Sept. 25.

The Bank rate remains unchanged at 5 per cent. The Open market rate for short loans is 2½ per cent., and discount of four months' bank bills 3½ per cent. Business in the silver market is still somewhat restricted, and bars are now quoted at 24½ per cent. In Rubber shares some cash sales have taken place, and the market is rather firmer. The Postmaster-General has arranged with the Eastern and Associated Telegraph Companies a temporary measure, whereby the cost of cable telegrams during the present conscription will be reduced. A quiet business is passing in new season's China tea at steady rates. In coffee there has been a small business at recent prices. In the sugar market a good demand prevails, prices being firm. Singapore pepper is steady but quiet, and white pepper firm with few sellers. Rice is quiet at late rates. Manila hemp is also quiet, previous prices being maintained. Plantation rubber is firm and dearer, Standard Crepe being 2s. 1d. to 2s. 2d. per lb., and smoked sheet 2s. 2d. per lb. Fine Hard Para is 2s. 9d. per lb.

Bau Cyanide Works.  
The Bau Cyanide Works during September exported 1,960.3 ozs. of gold and 500.6 ozs. of silver.

Raub Australian Gold Mining Company Ltd.

Manager's report for four weeks ending October 10, 1914.—The sheet of mine measurements and assay returns shows a total of 441 ft., made up of 54 ft. sinking, 87 ft. driving, and 290 ft. cross-cutting, as against 461 ft. for the previous four weeks.

Bukit Koman Mine.  
The Main Shaft—Has been sunk 16 ft., making a total of 41 ft. below the 840 ft. level.

840 ft. Level.—Driving on this level has been suspended while the main cross-cut is being extended to the east and west. During the month the cross-cut has been taken to the east from 274 ft. to 291 ft. To the west of shaft it has been advanced 28 ft., making 92 ft. in all.

740 ft. Level, Drive North.—To this has been added 7 ft., making a total of 209 ft. The lode 48 ins. wide gives by assay 334 dwt's.

Drive South.—This has been driven 11 ft., bringing the total to 285 ft. The lode 57 ins. is worth 2½ dwt's. The winze below this level has been connected to the 840 ft. level at an incline depth of 112 ft.

640 ft. Level, Drive South.—Here 6 ft. has been driven, making a total length 393 ft. The lode 57 ins. wide gives 5 dwt's.

The cross-cut from No. 1 winze has been taken 28 ft. and has intersected the lode 2 ft. wide of fair value. The lode in the lower 50 ft. above was 15 ft. wide.

540 ft. Level, North.—The prospecting drive has been extended 7 ft., making a total of 22 ft. The lode in face is still low grade. The better portion seems to have gone off in the bark of the driver.

Cross-cutting for store filling 97 ft.

Stopes.—Above the 740 ft. level, one stope, lode 95 ins. wide, worth 2 dwt's.

Above the 640 ft. level, three stope, lode 107 ins. wide, worth 3½ dwt's.

Above the 540 ft. level, one stope, lode 93 ins. wide, worth 4 dwt's.

Anderson Shaft.

Main Shaft.—This has been sunk 27 ft., making total depth below 380 ft. level 75 ft.

380 ft. Level, Drive North.—This has been driven 13 ft., bringing the total length to 439 ft. The lode 65 ins. wide assays 6.3-4 dwt's.

160 ft. Level, Drive North, East Lode.—To this has been added 13 ft., making a total of 217 ft. The lode 70 ins. wide assays 18.1-2 dwt's.

The drive south has been extended 13 ft., making a total of 50 ft. The lode 30 ins. wide gives 2 dwt's.

On the 80 ft. Level.—116 ft. of prospecting work has been done with the usual results.

Surface Winze "Stopes"—At 90 ft. down, a drive has been started to the north and driven 32 ft. on a lode 48 ins. wide, worth 5 dwt's.

Cross-Cutting for Stope, 21 ft.

Stope.—Above the 380 ft. level, one stope, lode 120 ins. wide, worth 1½ dwt's.

Above the 280 ft. level, two stope, lode 70 ins. wide, worth 6 dwt's.

General.—The balance bob at the 440 ft. level station has been fitted with an additional beam. The gudgeon, nose piece, and connecting pieces have been changed and brasses fitted.

The new pump at the 640 ft. level is finished and the fixing of the pipe line is in hand.

Mill Extension.—The building and ore bin are finished. One Huntington is almost complete and we hope to get this running during the coming month.

Queer Curios.

It has been suggested that the sacks of flour that have been so generously sent to England by Canada should be purchased when empty as souvenirs at 5s. each, and the sum devoted either to the Belgian Relief Fund or the National Fund. This suggestion has been referred to the Local Government Board, and the department anathemizes a statement definitely that the number of sacks thus applied for will be available. It will be some time, moreover, probably the spring of next year, before the sacks are returned from the bakers, some of whom are offering to take free of charge.

Population of The United States.—Since the Census of 1910 was taken the population of all the territory embraced by the United States has increased more than 7,000,000, according to a bulletin containing estimates of population for the years since 1910, which was prepared by experts of the Department of Commerce for use by the Census Bureau in calculating death rates and per capita averages for the last four years. The estimates, which are believed to be fairly accurate, were made according to what is known as the arithmetical method, which assumes that the increase in population each year since the census year of 1910 has been equal to the average annual increase from 1900 to 1910. According to this bulletin, the population of all the territory of the United States is now 109,

**NOTICES**

ESTABLISHED 1862.

**SUN LIFE  
ASSURANCE COMPANY  
OF CANADA**

Chief Office for South China, 2 Des Voeux Road,  
(Powell's Buildings) Tel. 1245.

ASSURANCE IN FORCE OVER

\$40,000,000.

Funds Exceed

£11,000,000.

**MAKE IT A HABIT--USE REGULARLY.**

Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a little, diluted with water—pouring it down drains, sinks, w.c.s. and sprinkling it in dustbins or other harbours of filth. **Cetizal**, because it positively kills disease germs, stops infection and instantly removes bad smells.

**IZAL**—the guaranteed disinfectant of unrivalled strength—is the pioneer modern high power germicide.

Officially adopted throughout the British Empire.

Mixes equally well with salt, brackish or fresh water.

Write for Free Booklets—"Practical Disinfection"

and "Rules of Health."

One Gallon of IZAL makes 400 gallons of efficient disinfecting fluid.

AGENTS:  
W. R. LOXLEY & CO.,  
YORK BUILDINGS.

**AMERICAN DENTISTR**

PORCELAIN FILLINGS.  
The Latest Improvement, for Lasting Workmanship and Pain Operations. No charge for examinations. Fees moderate. Diploma Toko.

Dr. T. YAMASAKI,  
32 Queen's Road Central  
(Corner of Flower Street).  
Telephone 62.

HOTEL LISTS.

Peak Hotel.

Armstrong Mr & Mrs Jones Lee W.  
Koch Mr & Mrs  
Backhouse Mr & Mrs  
Liston A E  
McMunn Major  
Bowen Mr & Mrs Mitchell  
Bodwell Mrs  
Mrs E V  
Carmichael Mr & Mrs Pearce Mr & Mrs  
Mrs Penning  
Potts P  
Casulli Mr & Mrs Plummer J I  
Coppin Mr & Mrs Pyne Major  
Cousland Egg Comdr  
Cowen Capt & Mrs Sharp Mins  
Ellis Mrs Sinclair A  
Ericsson Mrs Skinner Miss  
Falcione Major Scott C  
Gibbons F W Smith Mrs  
Gibson Mr & Mrs Sorenson  
Hale B A Stewart G F Mr &  
Hall Lt-Col G Mrs  
Grissell Weston Mr & Mrs  
Hardman Mrs Whitfield Capt and  
Hazelton F A Mrs  
Hobson Capt & Mrs  
Hobson Mrs Williams E  
Humphreys Major Wilson C  
Hussey Lt-Col H W Young  
James

King Edward Hotel.

Almond Mrs R Lennox J  
Arnold J Mayne C W O  
Bailey A D Mayo C W O  
Budge W Moritz Comdr  
Dress Dr C T Murphy H  
Fischer F Passmore Mrs W C  
Foy Mrs A Pike Miss  
Gem Mr & Mrs Ramsey Mrs R A  
Hollingsworth A H Rossier Mr & Mrs  
Hunt L S Sibley Dr &  
Hutchison G Stewart G F  
Joseph J Smith Mrs D G R  
Karsdorp D W Soper C H  
Kraft Mr & Mrs Stephenson Mrs A  
Krebs Mrs VG Sylvester Mrs E  
Laurosen Mr & Mrs Underwood Mrand  
Lennox Miss Mrs J H

Grand Hotel.

Allan F Gibbs A W D  
Bond C Reynolds  
Bonnejus J M Roggeveen  
Buchanan Mr & Mrs Sanderson R  
Clegg Mr & Mrs A Wiesman C Wright S II

Carlton Hotel.

Ballantine Mr & Mrs Morris E C  
Chalmers J S Mrs A W O  
Chute L V Ordern A W  
Clayton W E Peacock W V  
Colman D A E Powell G M  
Cooke Arthur Preston A M  
Crocker J H Rawlinson G H  
Donington Mr & Mrs Ray, E H  
F T J Rossell J P  
Douglas D S 8 Sheldrake H  
Doworth W A Schneider A W  
Duff Miss M E Smyth F  
Evenson E Square Miss A  
Fox H Square Miss A  
Forster L Stebbins O P  
Gilder L Taylor K G  
Gould J Thompson A  
Hill Capt T P Tyron F H  
Hardley Pegg H Walker Capt H A  
Hannibal W A Watson L  
Hewett Hon. Mr E White F W  
A. C. M. Hill Mr & Mrs C. G. Mrs F  
Hodges W J Wilson J  
Holmes Miss A. A. S. Wood G G  
Hunter R Wood G J  
Hutchinson D L Woods H D  
Innes R Wright Mr & Mrs  
James B J F  
James M. T. Jonker G A  
Jones M. T. Jonker G A

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Anderson Con. Gen. Evans-Jones Jr. and G. E. Mrs. Kent Master  
W. Mrs. Kent Master

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Cooper W. A. J. Nixon F. C. Mrs. Kent Master  
Dounelly D. E. Rawlinson R. J. Mrs. Kent Master  
Fielder D. E. Robertson Mr & Mrs. Kent Master  
Filkins Miss D. Mrs. J. Mrs. Kent Master

Forbes Mr & Mrs A. Sachas Mrs G. Mrs. Kent Master  
Grimshaw Mr & Mrs Shields A. L. Mrs. Kent Master  
Hudson A. J. Singer Mr & Mrs. Kent Master

Harrison T. L. Sutton F. Mrs. Kent Master  
Hertel O. H. Thomas H. P. Mrs. Kent Master  
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Wm. DICKSON. Manager.  
Hongkong, 11th April 1914.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of Public Business on MONDAY the 9th instant.

By Order,  
E. A. M. WILLIAMS,  
Acting Secretary.

Hongkong, 6th November, 1914.

BANK HOLIDAY.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be closed for the transaction of Public Business on MONDAY the 9th instant.

By Order,  
E. A. M. WILLIAMS,  
Acting Secretary.

Hongkong, 6th November, 1914.

BANK HOLIDAY.

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By Order,  
E. A. M. WILLIAMS,  
Acting Secretary.

## THE EMDEN.

An idea of the immensity of the oceans and the difficulty of the task before the cruisers which are hunting down the German commerce raiders is to be obtained from the official statement that the cruiser Emden had been completely lost for six weeks. She left Kiauchau about the time the Nurnberg and Leipzig, her sister ships, also quitted. What has she been doing in the meantime? and where are the other two which went to San Francisco, since when we have heard no more of them? The suggestion is that the Emden has been somehow or other getting wireless news, but it is rather far-fetched to think this has been supplied from the great German wireless station of Nauen. As Sir Henry Norman points out, it is not enough to take a pair of compasses and draw a circle round the transmitting station, with any known accomplished transmission as a radius.

The nature of the intervening distance, the climatic conditions, and the character of the receiving aerial and apparatus are all important. Nauen has for a long time communicated with Sayville, N.Y., but often with great difficulty; and has similarly communicated with Togo. It is hardly conceivable, however, that a small cruiser like the Emden—the size is important because it means a small and low aerial on board—with the not very sensitive receiving apparatus in use in the German Navy, could receive a signal from Nauen when off Kiong, except perchance very rarely by one of the unexplained "freaks" of wireless.

Therefore the explanation of the success of the Emden in waylaying British ships must be sought elsewhere. It might be done by relaying the messages, but I do not know of any station on this line, even in a neutral country (except the Italian Marconi stations in East Africa, which of course would not do so), powerful enough to accomplish this, though there is a Telefunken station in Sumatra which might conceivably (without the knowledge of the Dutch authorities) have given assistance within its range of 800 miles.—London and China Express.

An Encounter with the Emden. Calcutta, Oct. 5.—Another story of the German cruiser Emden has come to light with the arrival in Calcutta of the Norwegian steamer Oseen (2,872 tons). It appears that this vessel, which left Bombay for Calcutta to fetch a cargo of coal, was held up by the Emden on the 25th September so near to Colombo that the reflection of the Harbour searchlights was distinctly visible. Being a neutral ship carrying no contraband, she was allowed to proceed on her way unmolested. Captain Christiansen bore further testimony to the polite behaviour of the Commander of the Emden. He said:—"We were nearing Colombo at about 9 p.m. on the 25th when suddenly I heard some one hailing us. At first I could see nothing, for it was a dark night, but gradually I perceived the outlines of a three funnelled, two-masted cruiser with a steamer looking very much like a Hansa Liner standing by. The Commander brought his ship right alongside, and I had a conversation with

## SALE OF GERMAN VESSEL.

Application for American Register May Meet Opposition.

At the request of the department at Washington, Collector of the Port at San Francisco, Mr. John O. Davis, has forwarded full details of the sale of the former Kosmos liner Alexandria, for which American register has been asked by her new owners, the North and South Steamship Company. As this is the first German ship to take advantage of the act providing that foreign vessels may shift colours to the Stars and Stripes, the local shipping world is watching the outcome with much interest.

That opposition will be made by the British is likely, it is believed, and a delicate problem may develop, inasmuch as the British may claim that a German-built bottom, despite a change of flag, would still be a legitimate prize if captured. Shipping men believe that a test case is likely to result should the Alexandria, under the American flag, be captured by English men-of-war.

A thorough investigation of the sale has been made by the local customs officials and the findings reported to Washington. The Alexandria was purchased by a coterie of local shipping men headed by Philip Thayer, the negotiations for the Kosmos interests being conducted by Mr. Harold H. Ebey, local agent for the German firm.

Mr. Philip Thayer announced that the vessel will be operated in the trade between San Francisco and the west coast of South America. The owners have not determined upon a new name for the vessel, although the names of Mission Rock and Sacramento are being considered.

## The Next Trick?

A Rotterdam message states that the German military commander at Wesel has ordered a quantity of French officers' military uniforms; presumably for use in some attempt to effect a coup by means of a ruse.—Central News.

him. He was most polite, and spoke perfect English, so that at first I thought it was a British warship that had accosted us. Eventually I asked him if I might proceed, and he replied, "certainly." With that we went ahead and he turned round and went at full speed to westward with the other steamer. I was hardly certain then that it was the Emden. After hearing that British ships were sunk close to that spot that night, I am convinced that it was she. I remember that her paint was of much lighter grey than that of British warships.

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At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

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IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

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Obtainable Everywhere.

RUTTON JEE & SON.

## POST OFFICE.

## Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public, for inclusion in their ships' papers any bona fide correspondences' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide considerate letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong & Canton by the vessels belonging to or managed by the Hongkong Canton & Macao Steamboat Company.

UNTIL FURTHER NOTICE THE NAMES OF THE VESSELS BY WHICH MAILED ARE FORWARDED IN THE MAIL WILL NOT BE ADVERTISED IN THE MAIL NOTICES.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS, BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILST IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THIS KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETE OR MONTENEGRO, AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPT, IS RESUMED FOR ORDINARY PARCELS ONLY—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBYA) TRIPOLI.

A late mail for Swatow Amoy & Foochow will in future be closed or all Douglas steamers 20 minutes before each steamer sails. Ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Voeux Road.

War risks are not covered by postal registration or insurance.

The services to Germany, Austria, and Tsingtau are suspended.

The New Year Parcel Mail will be closed at 5 p.m. on Thursday, the 19th inst.

Insured Parcels will only be accepted for the United Kingdom.

Mondays, the 9th inst., being a Public Holiday, the Post Office will be open from 9 to 9 a.m. There will be one delivery of ordinary correspondence and one collection of letters from Pillar Boxes.

The Money Order Office will be entirely closed.

The English Mail from Europe is due to arrive here on Tuesday, the 10th inst., at daylight.

MAILS DUE.

English, 10th Nov.

MAILS CLOSE TO DAY.

Philippine Is. .... 7th Nov. 2 p.m.

Shanghai & North China (Europe via Siberia) .... 7th Nov. 2 p.m.

Siberian Mail (Tientsin-Pukow Service Shanghai Br. P.O. 8.30 a.m. Thursday, 12th Nov.) .... 7th Nov. 4 p.m.

Tourane & Honkha Bay 7th Inst. 4 p.m.

Philippines Is. .... 7th Nov. 4 p.m.

TO-MORROW.

Swatow, 8th Nov. 9 a.m.

Swatow, Amoy & Formosa via Tamsui, 8th Inst. 9 a.m.

MONDAY, 9th Nov.

Saigon, Batavia, Samarang & Sourabaya 9th Inst. 9 a.m.

Shanghai, North China, Wei-hai-wei and Tientsin 9th Inst. 4 p.m.

MONDAY, 9th Nov.

Oysters, Fresh, Fried or Stewed

Findon Haddock, Kippers & Co.

ALEXANDRA CAFE.

## SHIPPING NEWS.

## ARRIVED.

Ricjun Maru, Jap. ss. 4,793, Y. Yamaguchi, 7th Inst.—Balikpapan 29th Gen.—Sugar-D. & Co.

Kwangtung, China sea, 1,468, J. McArthur 7th Inst.—Shanghai, 3rd instant, Gen.—O.M.S. N.C.O.

Atreas, Br. ss. 2,230, J. N. Williamson 7th Inst.—Singapore, 2nd instant, Gen.—B. & S.

## PASSENGERS ARRIVED.

Per ss. Atreas from Singapore etc.—Mr. & Mrs. Hailes, Mr. Mardling.

## PASSENGERS DEPARTED.

Per ss. Atreas from Singapore etc.—Mr. & Mrs. Hailes, Mr. Mardling.

## WEATHER REPORT.

On the 6th at 11.15—The anticyclone has moved eastwards and weakened considerably. The depression has moved to the Pacific, being shown this morning to the east of Honshu.

Pressure has decreased slightly over the greater part of the area. A slight to moderate increase has occurred from Formosa to Kochi, owing to the advance of the anticyclone.

Moderate monsoon may be expected over the northern part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## MAIL STEAMERS

THE PENINSULAR AND ORIENTAL S. N. CO.  
ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call			
SHANGHAI.....			{ about 9th Nov. } Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKOHAMA.....			{ about 16th Nov. } Freight & Passage
LONDON via Singapore, Penang, C'po, Port Said, Nankin		3 p.m.	{ Freight & Passage }
		6th Nov.	

Subject to alteration without notice.

All steamers are fitted with Wireless Telegraphy.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to

E. A. Hewett,

Superintendent.

P. & O. S. N. Co.'s office,

Hongkong, 6th Nov. 1914.

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PERSIA ..... " WEDNESDAY, 16th Dec. at 1 p.m.  
CHINA (via Manila) ..... " TUESDAY, 12th Jan. at noon

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which under the personal supervision of Mr. V. Allard, the world-famous chef, is always prepared with electric fans, and running water. Berths are all double, and staterooms equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

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Captain M. Ridley, on or about November 10th.

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V. M. SMITH, Manager.

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